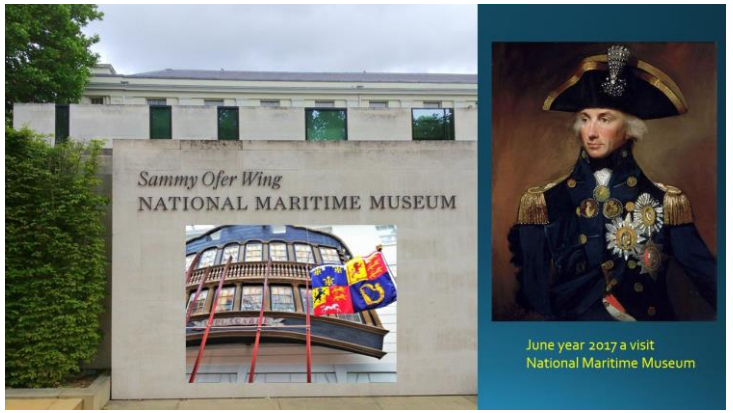
History and Slides – 2024 Feb no 6

Welcome to read about exciting history. Slide shows are easier to read than text books alone. Feel free to try it yourself.



Neil Armstrong
Neil Alden Armstrong (August 5, 1930 – August 25, 2012) was an American astronaut and aeronautical engineer, and the first person to walk on the Moon. He was also a naval aviator, test pilot, and university professor.
On July 20, 1969, Armstrong and Apollo 11 Lunar Module (LM) pilot Buzz Aldrin became the first people to land on the Moon,
Slideshow by Anders Dernback / text Wikipedia 2021 – 07 - 21

National Historical Museum

National Maritime Museum

Neil Armstrong

Commanders who never lost a battle

Orient - Express

NATIONAL

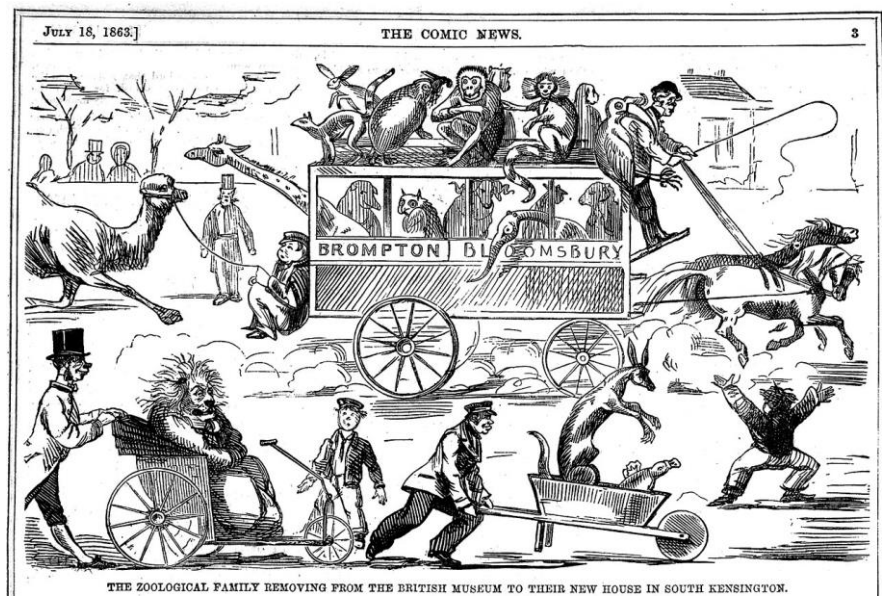
HISTORICAL MUSEUM

National Historical

The Natural History Museum in London is a museum that exhibits a vast range of specimens from various segments of natural history. It is one of three major museums on Exhibition Road in South Kensington, the others being the Science Museum and the Victoria and Albert Museum. The Natural History Museum's main frontage, however, is on Cromwell Road.

The museum is home to life and earth science specimens comprising some 80 million items within five main collections: botany, entomology, mineralogy, palaeontology and zoology. The museum is a centre of research specialising in taxonomy, identification and conservation. Given the age of the institution, many of the collections have great historical as well as scientific value.

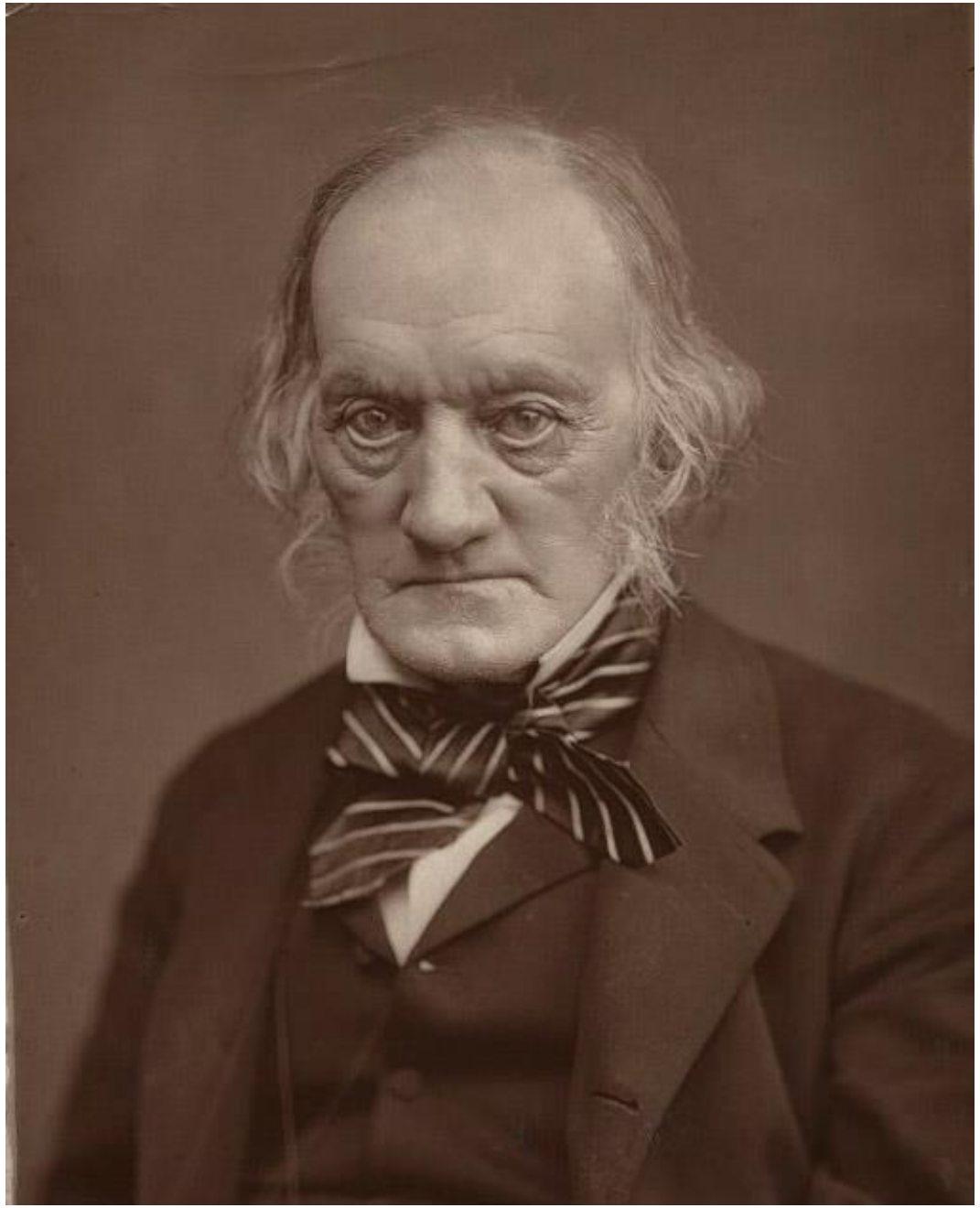
The foundation of the collection was that of the Ulster doctor Sir Hans Sloane (1660–1753), who allowed his significant collections to be purchased by the British Government at a price well below their market value at the time. This purchase was funded by a lottery. Sloane's collection, which included dried plants, and animal and human skeletons, was initially housed in Montagu House, Bloomsbury, in 1756, which was the home of the British Museum.
Most of the Sloane collection had disappeared by the early decades of the nineteenth century. Dr George Shaw (Keeper of Natural History 1806–1813) sold many specimens to the Royal College of Surgeons and had periodic cremations of material in the grounds of the museum.



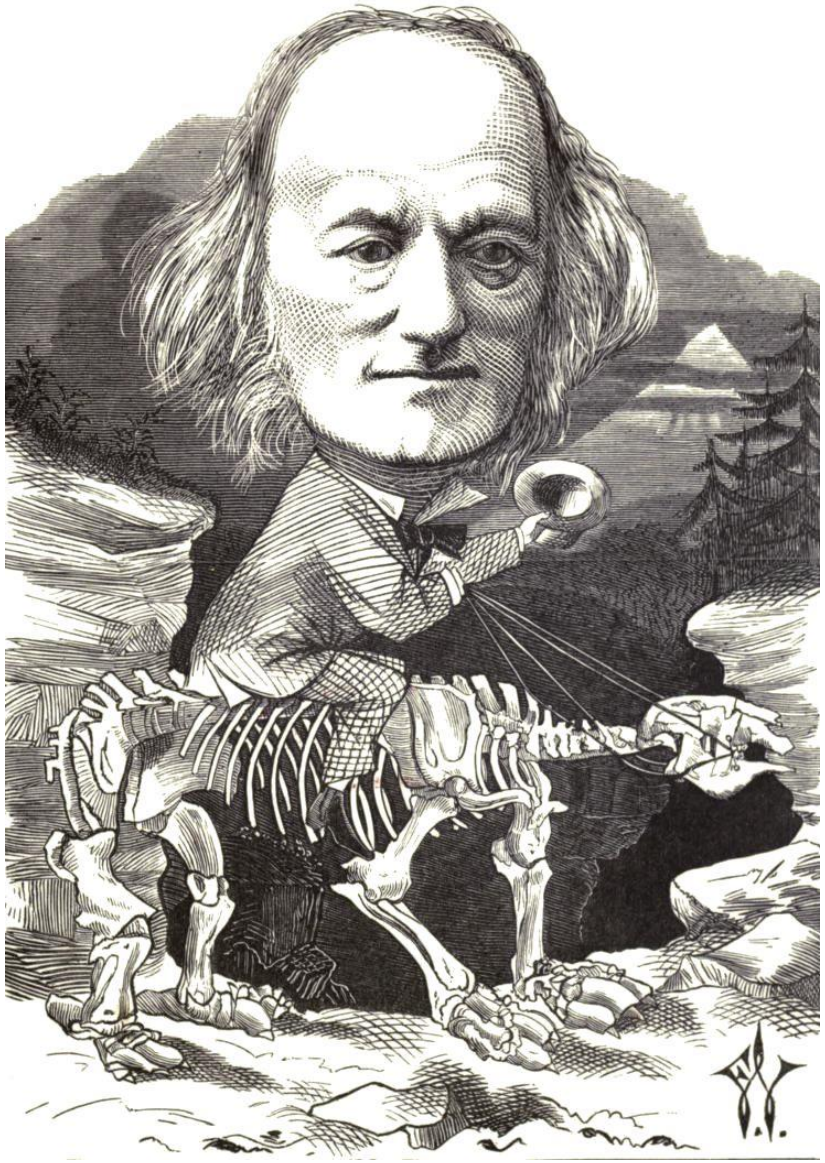
THE ZOOLOGICAL FAMILY REMOVING FROM THE BRITISH MUSEUM TO THEIR NEW HOUSE IN SOUTH KENSINGTON.

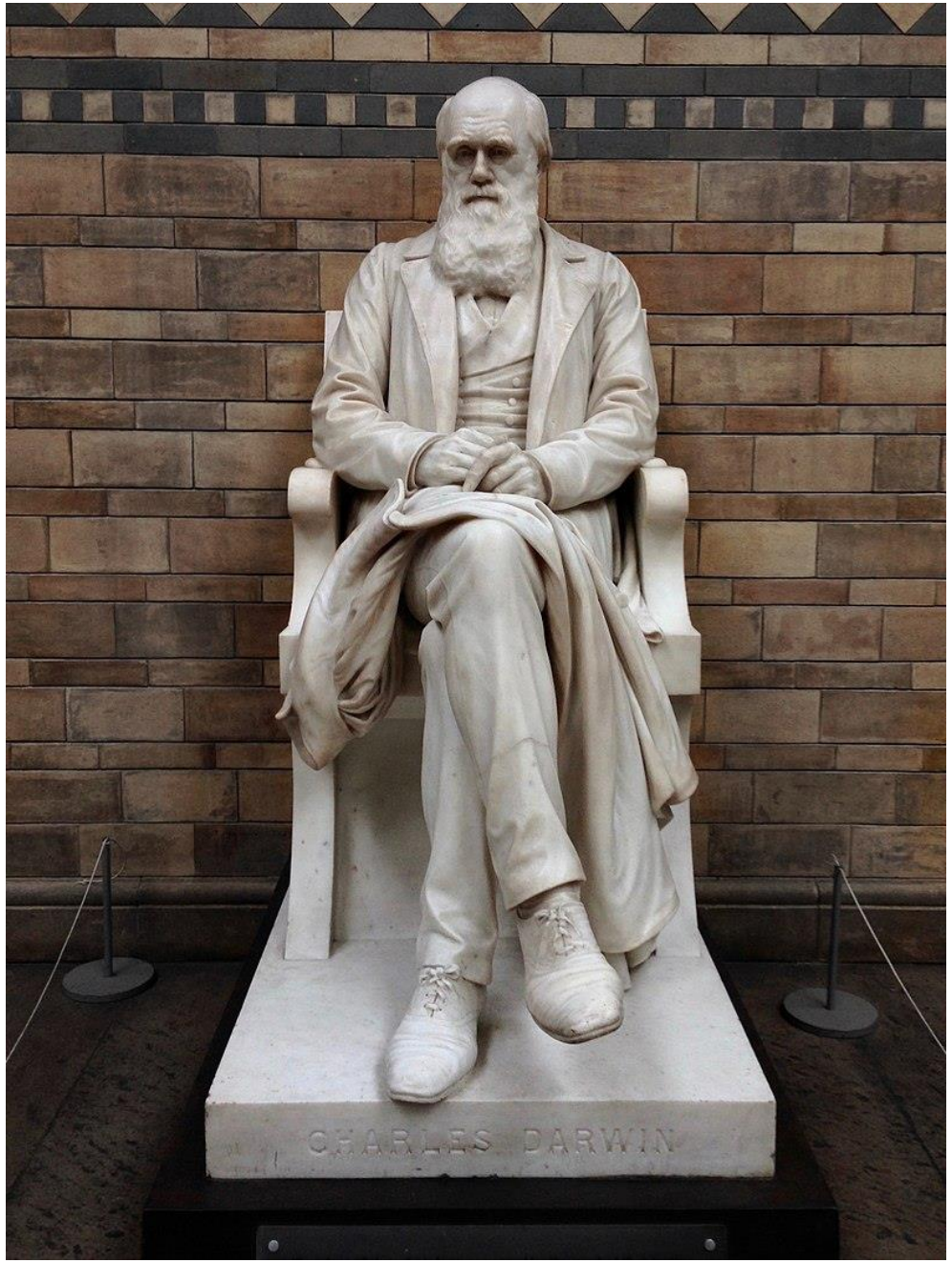
Sir Richard Owen

Sir Richard Owen KCB FRMS FRS (20 July 1804 – 18 December 1892) was an English biologist, comparative anatomist and paleontologist. Owen is generally considered to have been an outstanding naturalist with a remarkable gift for interpreting fossils.
Owen produced a vast array of scientific work, but is probably best remembered today for coining the word Dinosauria (meaning "Terrible Reptile" or "Fearfully Great Reptile"). An outspoken critic of Charles Darwin's theory of evolution by natural selection, Owen agreed with Darwin that evolution occurred, but thought it was more complex than outlined in Darwin's On the Origin of Species.Owen's approach to evolution can be considered to have anticipated the issues that have gained greater attention with the recent emergence of evolutionary developmental biology.



Sir Richard Owen

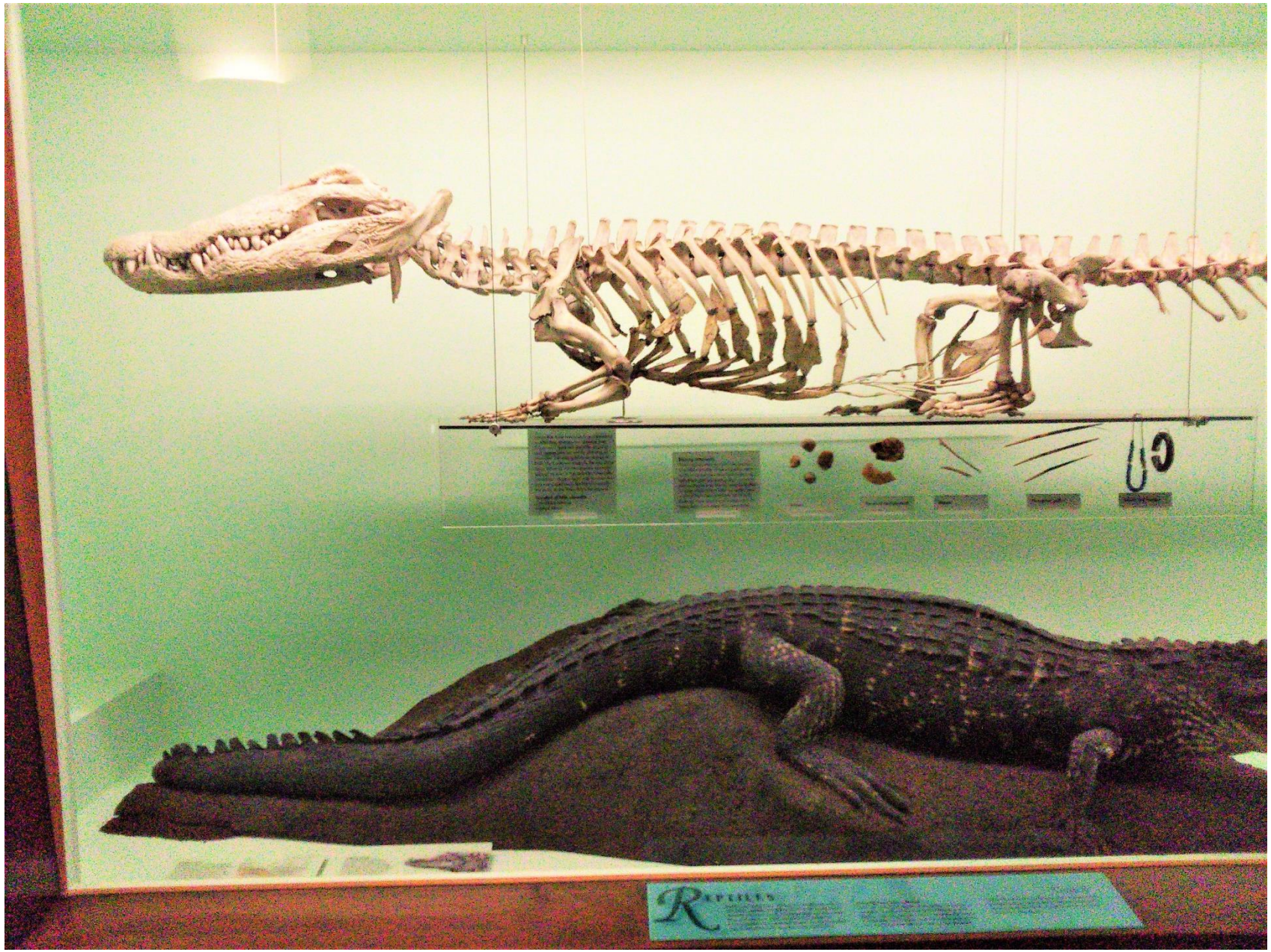


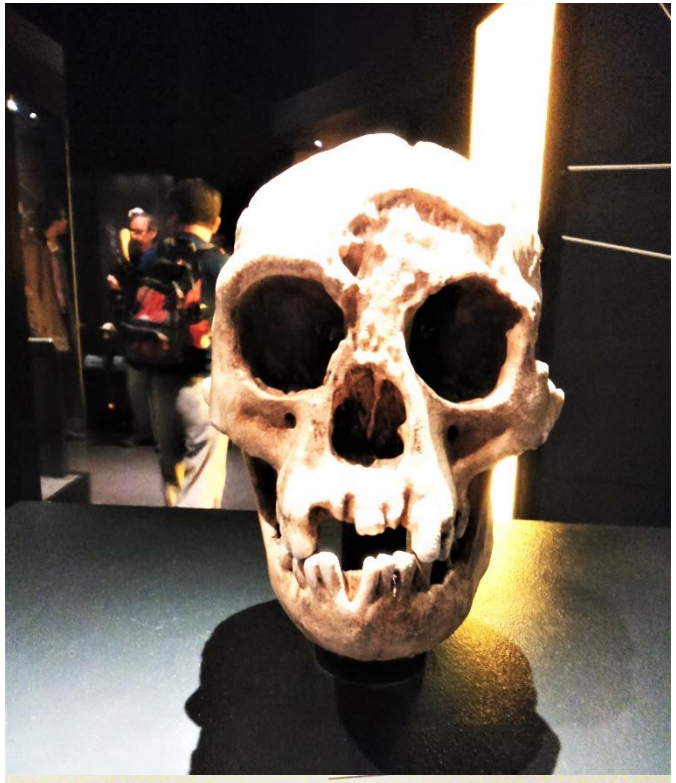


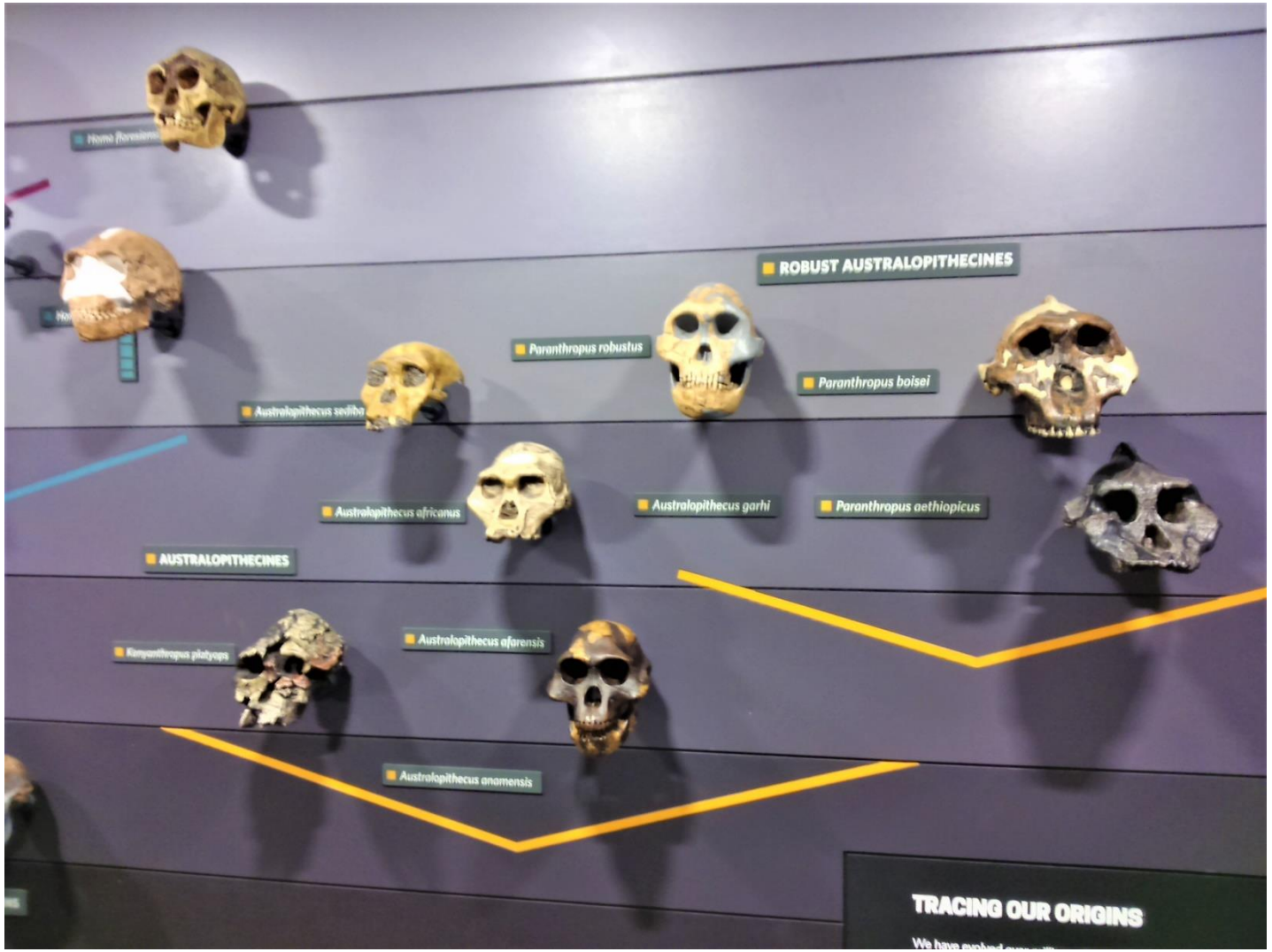
The Darwin Centre

Statue of Charles Darwin by Sir Joseph Boehm, 1885, in the main hall

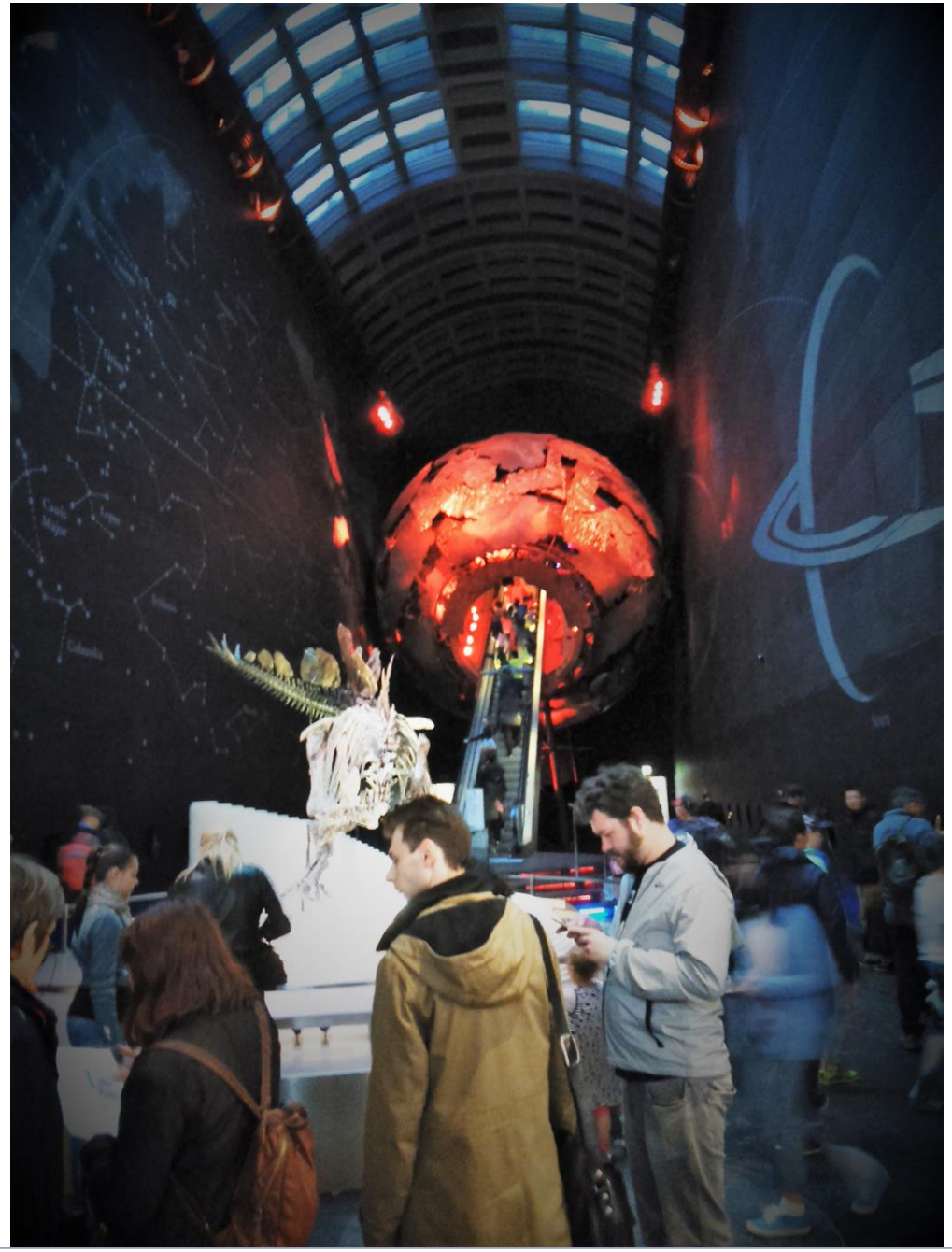
The Darwin Centre (named after Charles Darwin) was designed as a new home for the museum's collection of tens of millions of preserved specimens, as well as new work spaces for the museum's scientific staff and new educational visitor experiences. Built in two distinct phases, with two new buildings adjacent to the main Waterhouse building, it is the most significant new development project in the museum's history. Phase one of the Darwin Centre opened to the public in 2002.

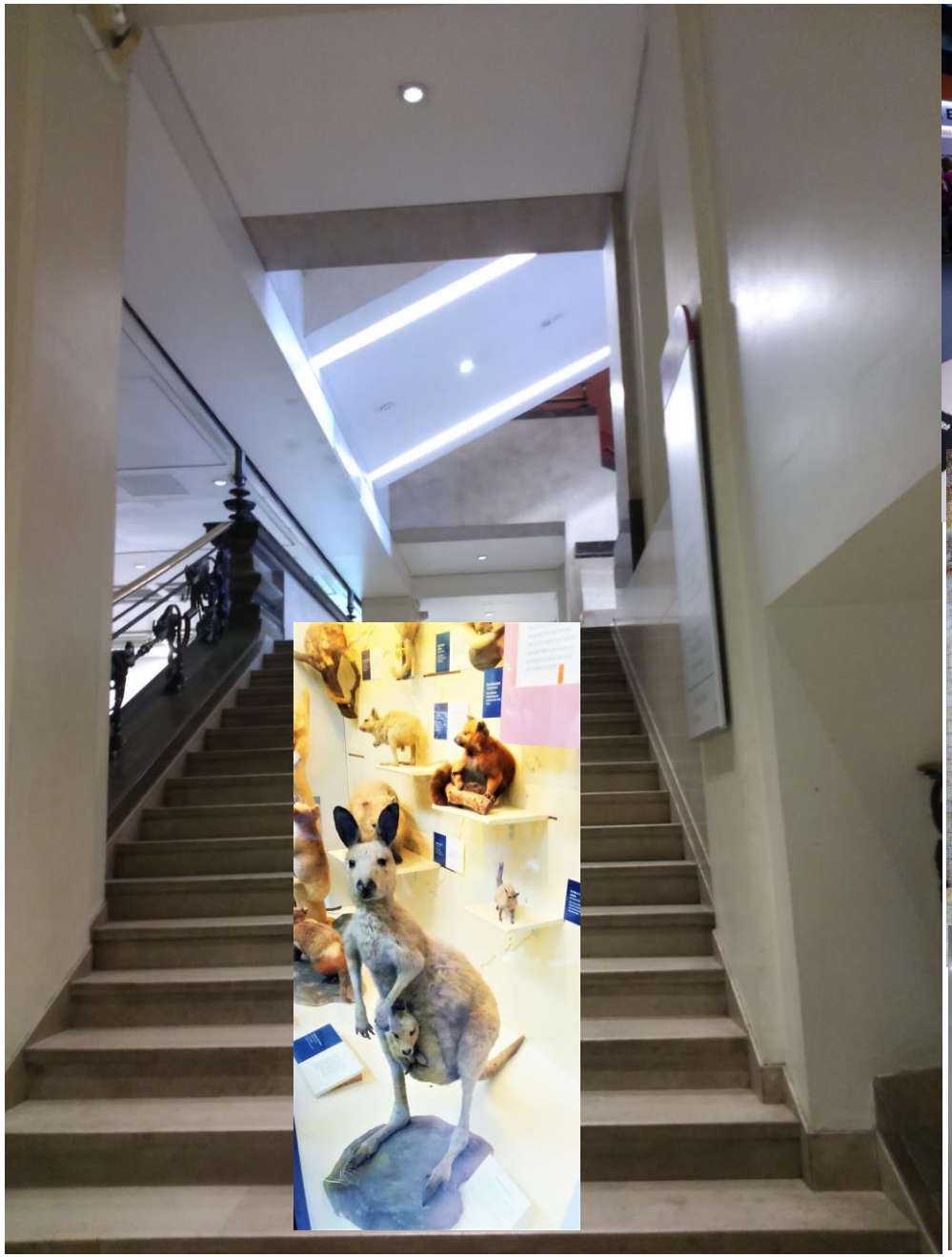

Reptiles

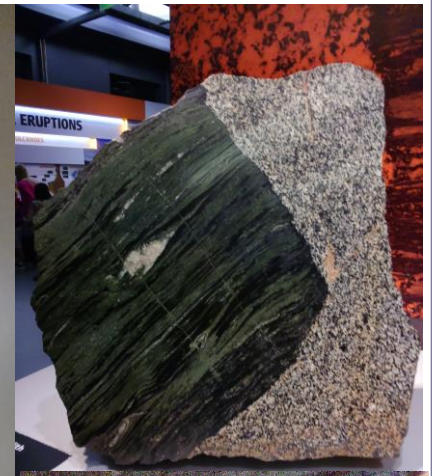




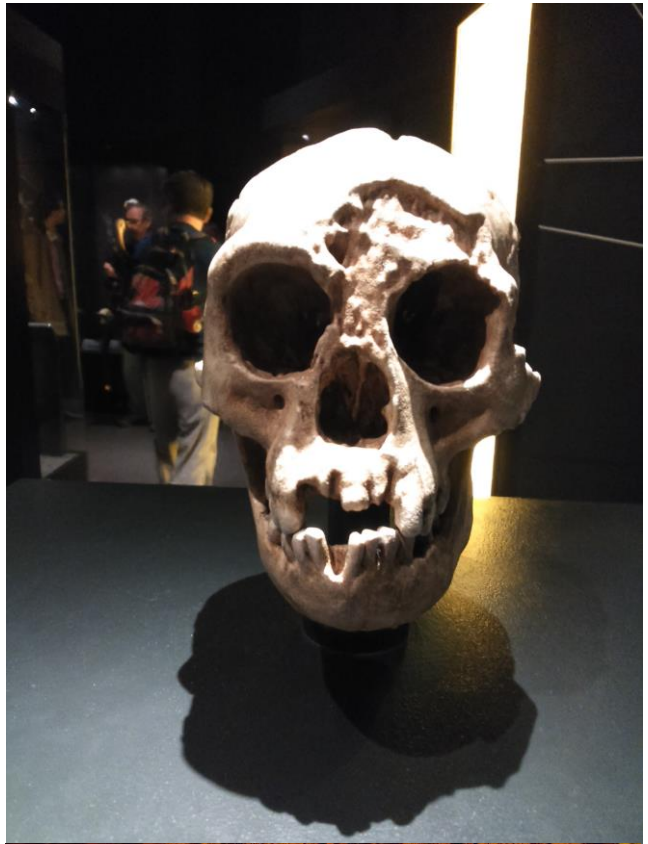
Natural Historical Museum






ERUPTIONS

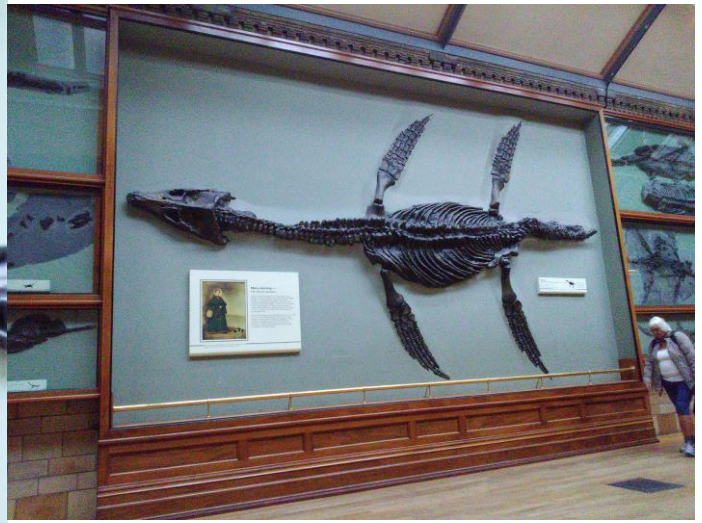
Birds

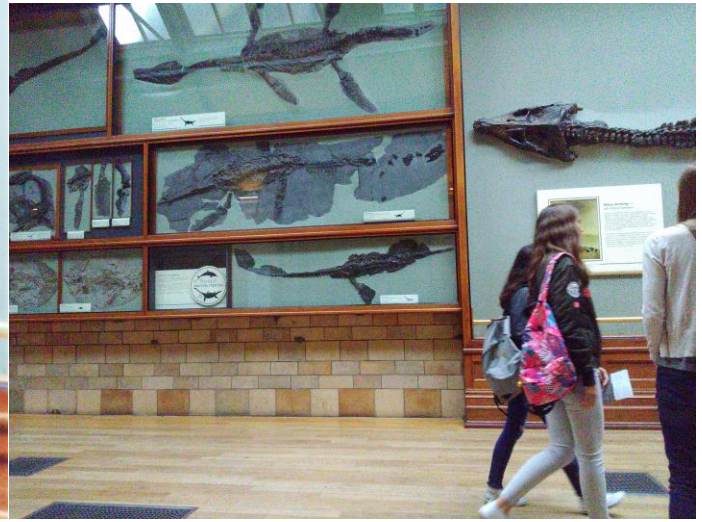


Hydrothermal breccia
A violent, high-pressure injection of superheated fluid shattered and fractured this pink granite. As the pressure inside the rock decreased, the black mineral tourmaline formed from the fluid.

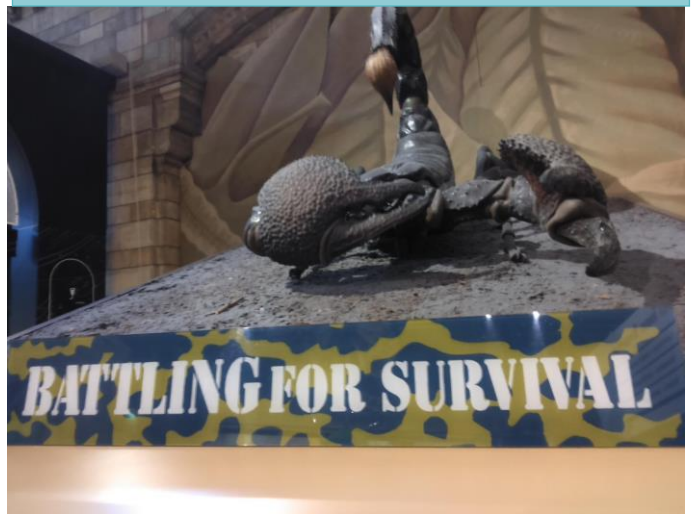
POWERING OUR LIVES
WHY WE DEPEND ON VOLCANOES
Crystal palace
Anhydrite crystal
Powering our lives
Supermagnets
Rare earth mineral mine
Rare earth minerals around the world
White lava to pink fe

National Historical Museum

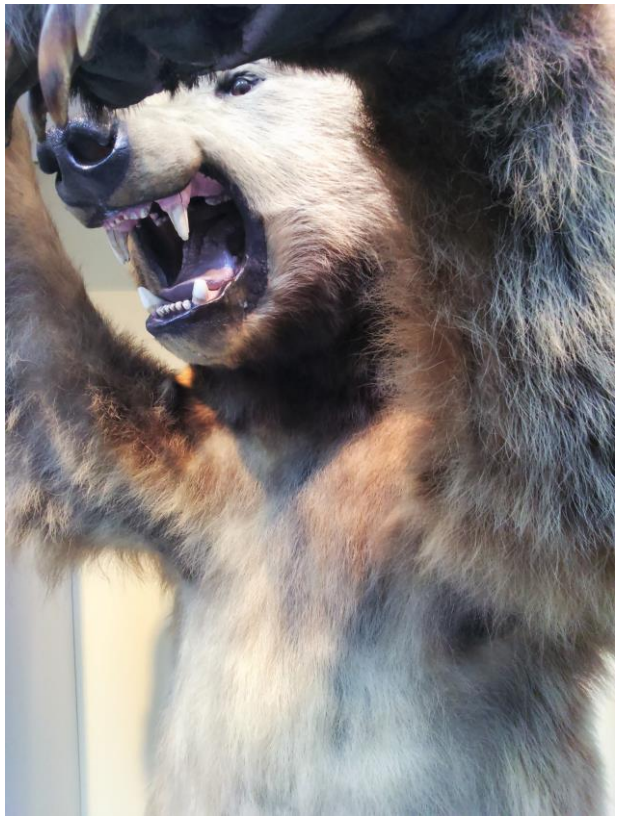




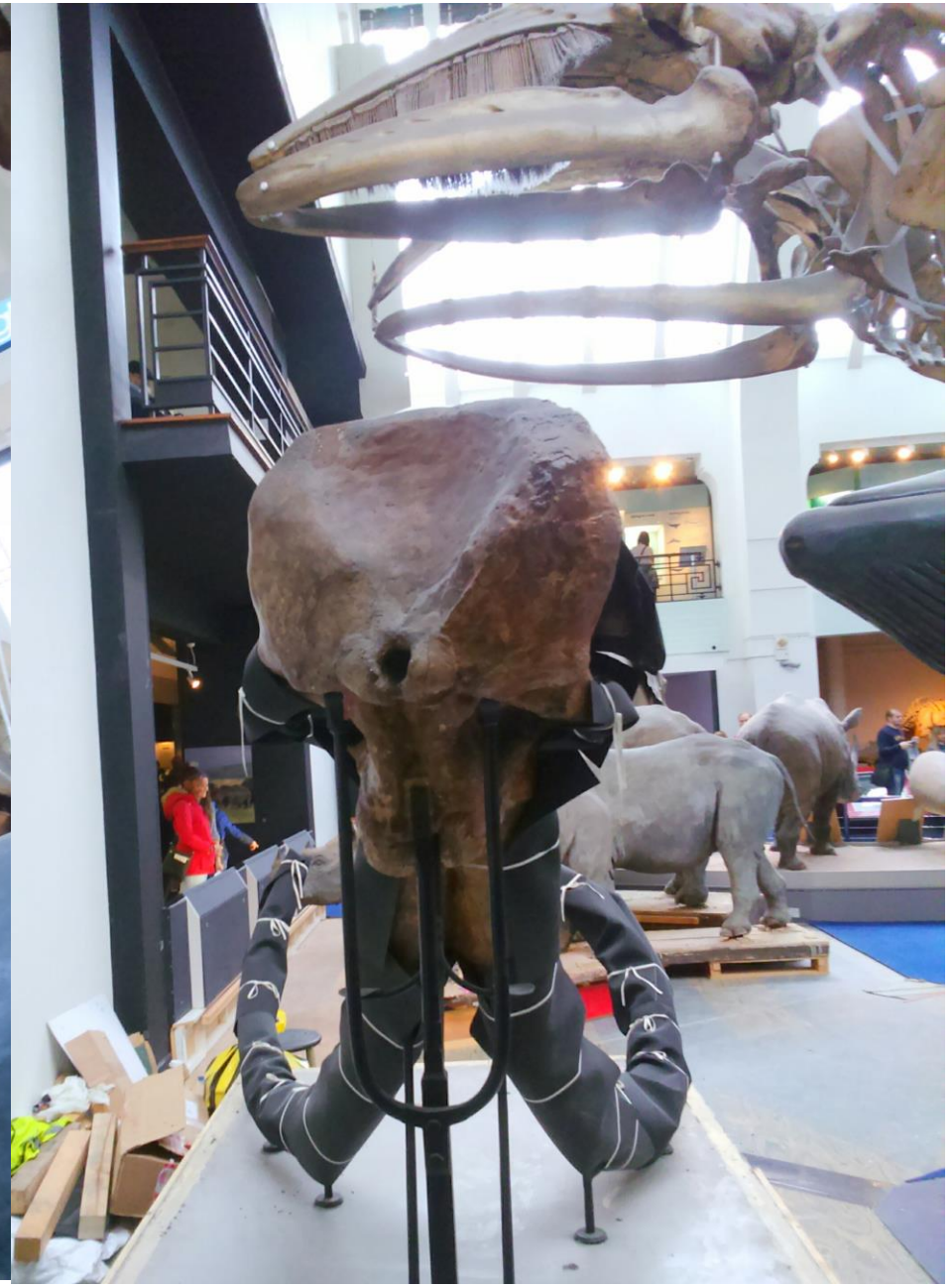
National Historical Museum



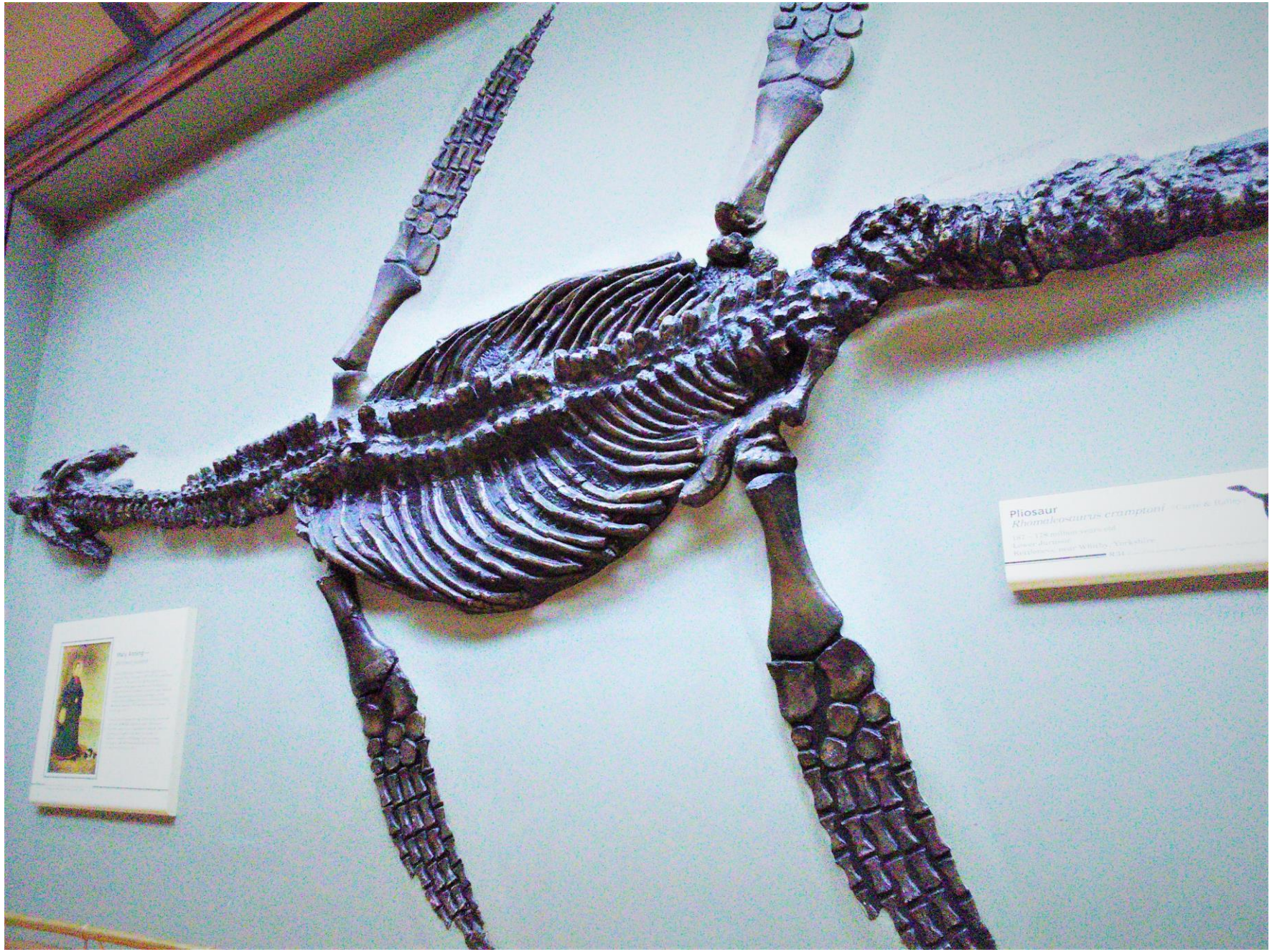
Wild boar
Sus scrofa
Family: Suidae



Black

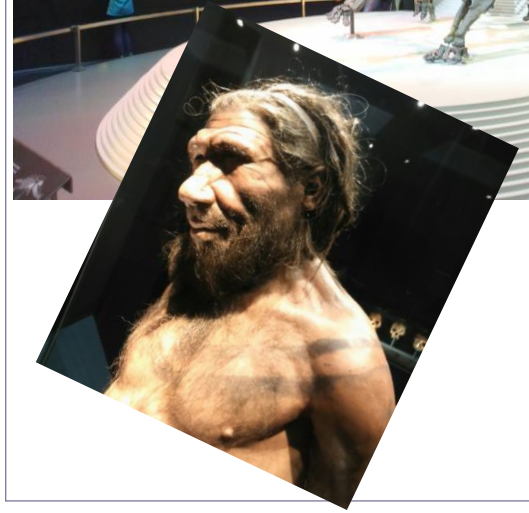


National Historical Museum

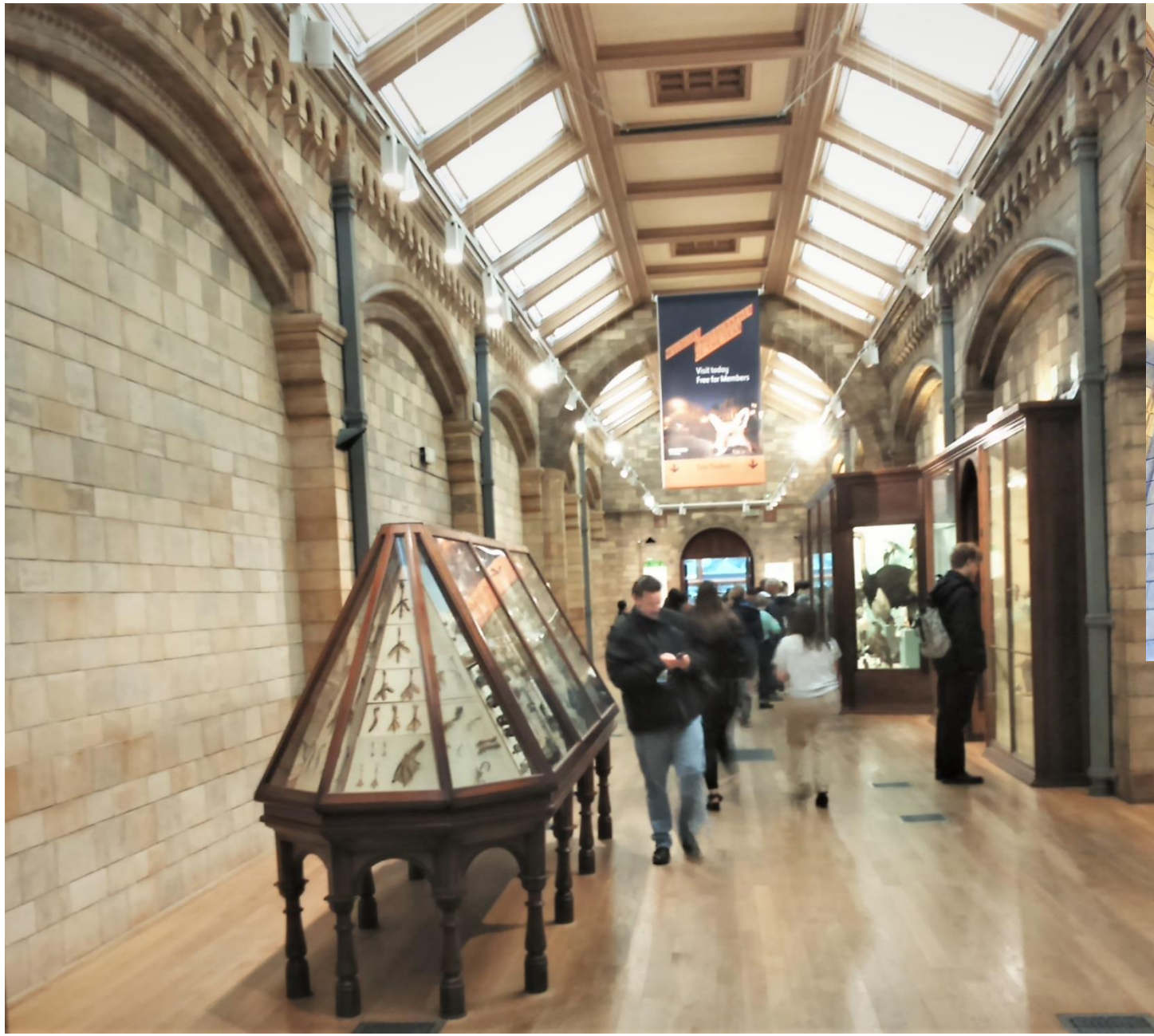

Pliosaur

Maned wolf
Chrysocyon brachyurus
Family: Canidae
Distribution: Central and southern Brazil,
Paraguay, northern Argentina, Bolivia and Peru.

Vela
Puppis
Canis Major
Lepus



National Historical Museum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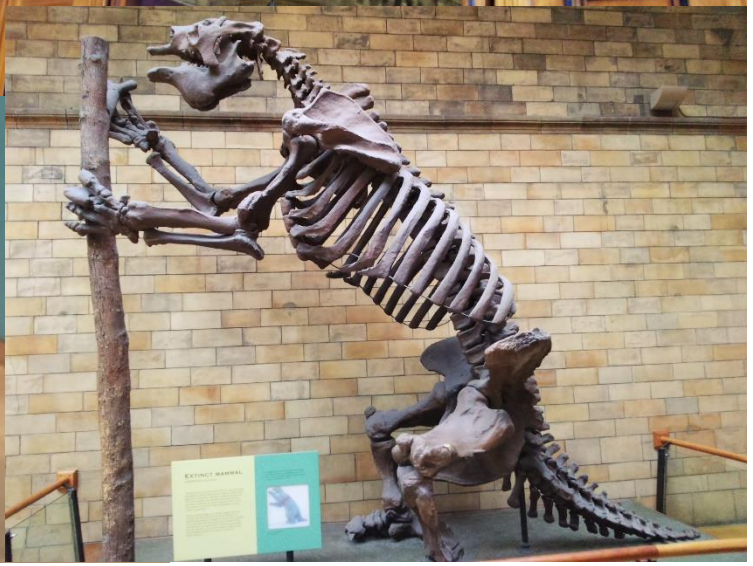
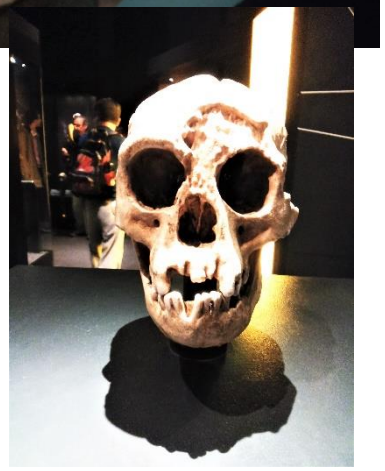
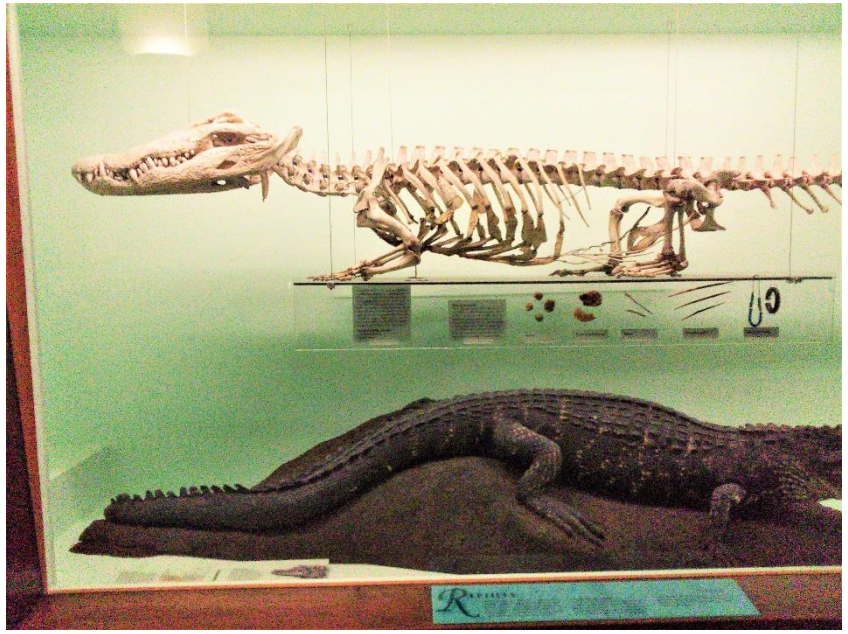
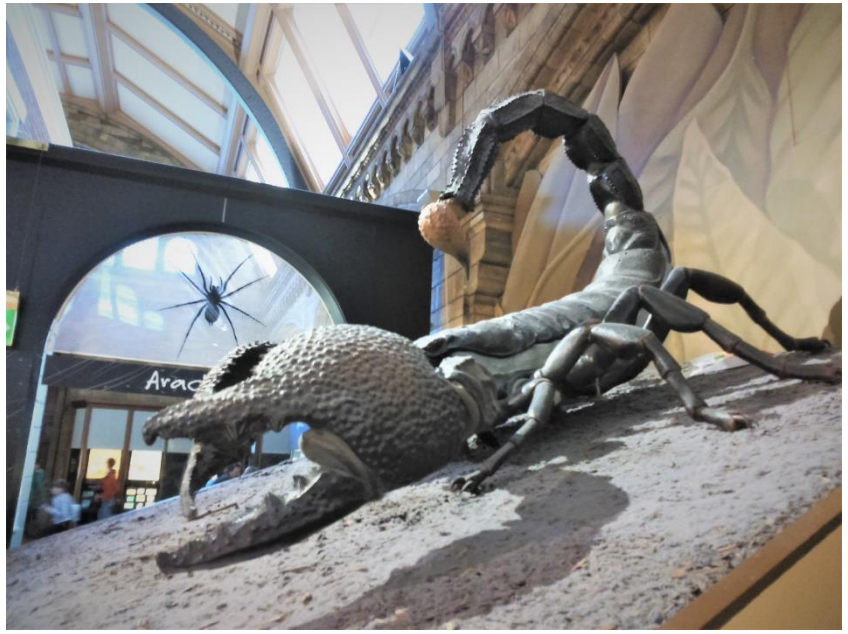
CREEP
CRAWLIES

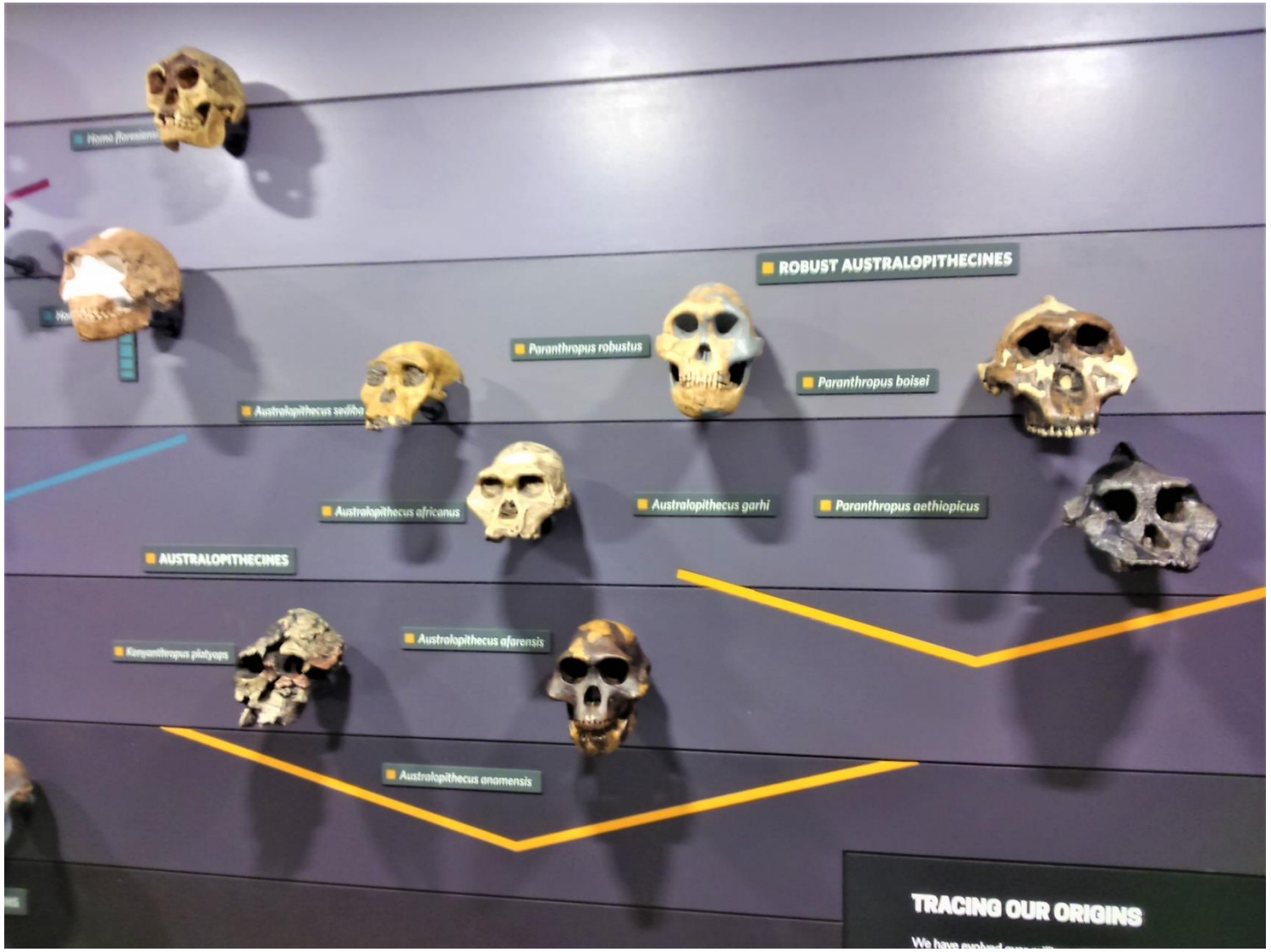


ROBUST AUSTRALOPITHECINES
AUSTRALOPITHECINES
TRACING OUR ORIGINS



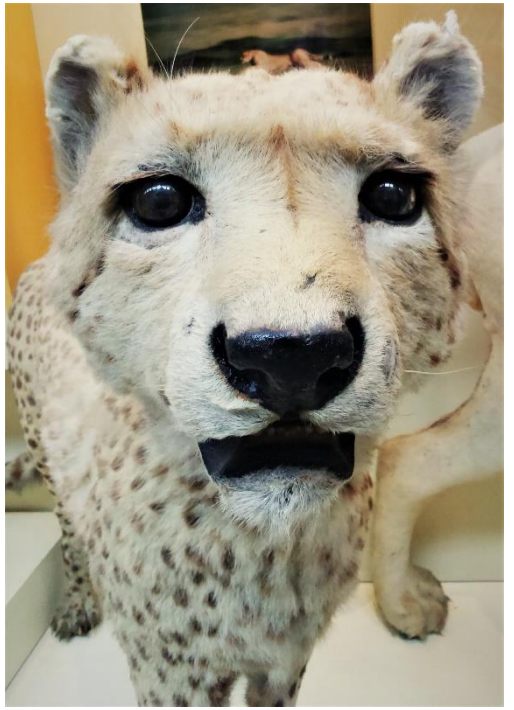






National Historical Museum London

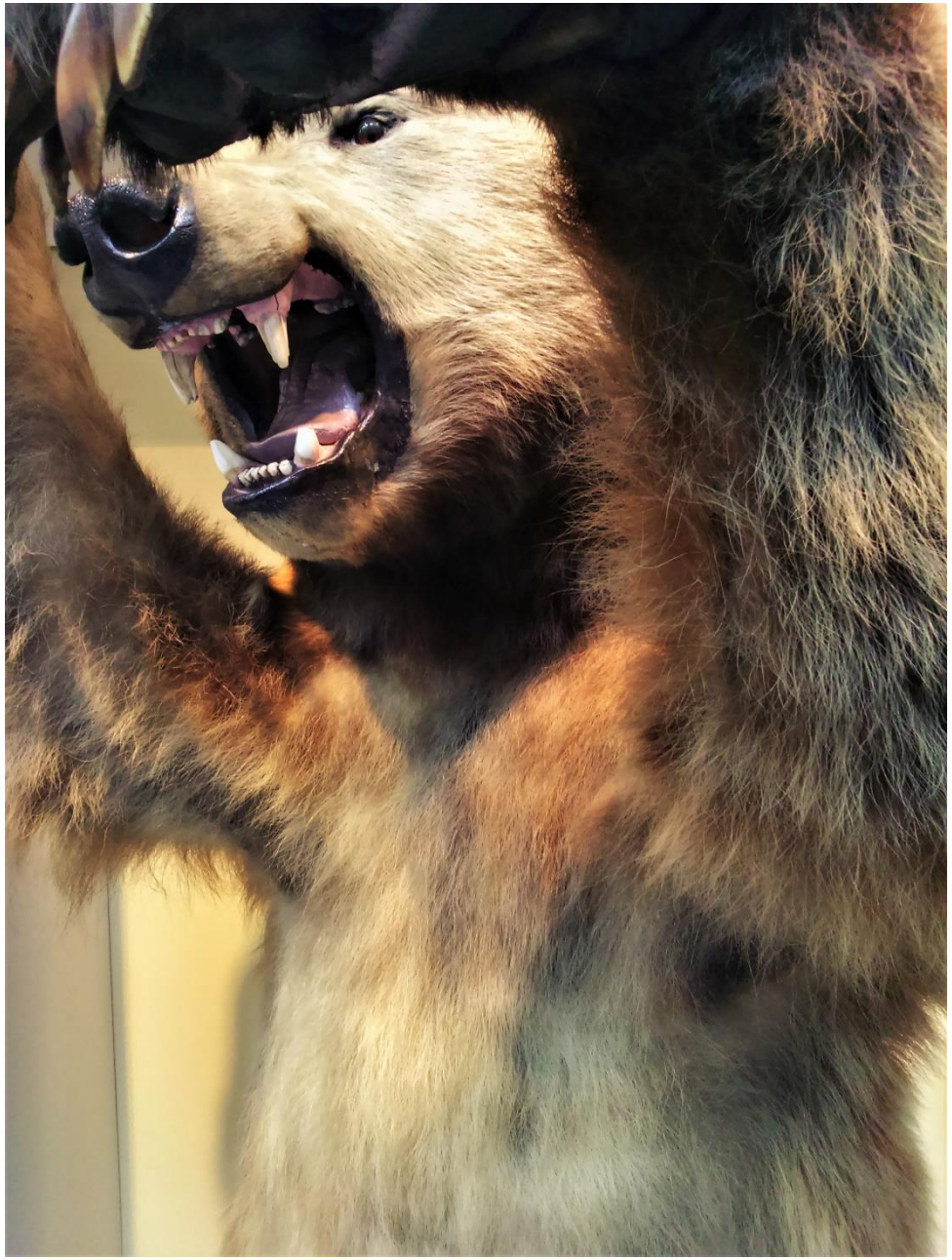
WILDLIFE PHOTOGRAPHER OF THE YEAR
East Pavilion



Chi-Chi

Carboniferous
359 – 299 Ma
Triassic
Jurassic
201 – 145 Ma
Cretaceous
145 – 66 Ma
£16
thegeologyshop
Bornite
'Peacock Ore'
An important copper ore.
£5
Vascoceras Ammonite Pair
Nigeria
Lower Cretaceous
110 Million Years
£25
Ammonite: Pleuroceras sp.
Pliensbachian
(182.7–190.8 Million years)
Jurassic
Germany
£16
Amber
£10
Purpurite
£12
Micraster coranguinu
Micraster is a genus of extinc
echinoid that burrowed in the so
sediment of the sea floor.
Late Cretaceous (Upper Chalk)
£10
Micraster sp.
'Heart urchins'
Micraster is a genus of extinct echinoid
that burrowed in the soft
sediment of the sea floor.
Late Cretaceous - Palaeocene
Douvilleiceras Amm
110 million years old
Lower Cretaceous
Madagascar
£7
Small
Polished Goniatite
Palaeozoic
£7
Ammonite Pair
£7
Micraster sp.
Micraster is a genus of extinct
echinoid that burrowed in the soft
sediment of the sea floor.
Late Cretaceous (Upper Chalk)
£9

Hydrothermal breccia
A violent, high-pressure injection of superheated
fluid shattered and fractured this pink granite.
As the pressure inside the rock decreased, the
black mineral tourmaline formed from the fluid.

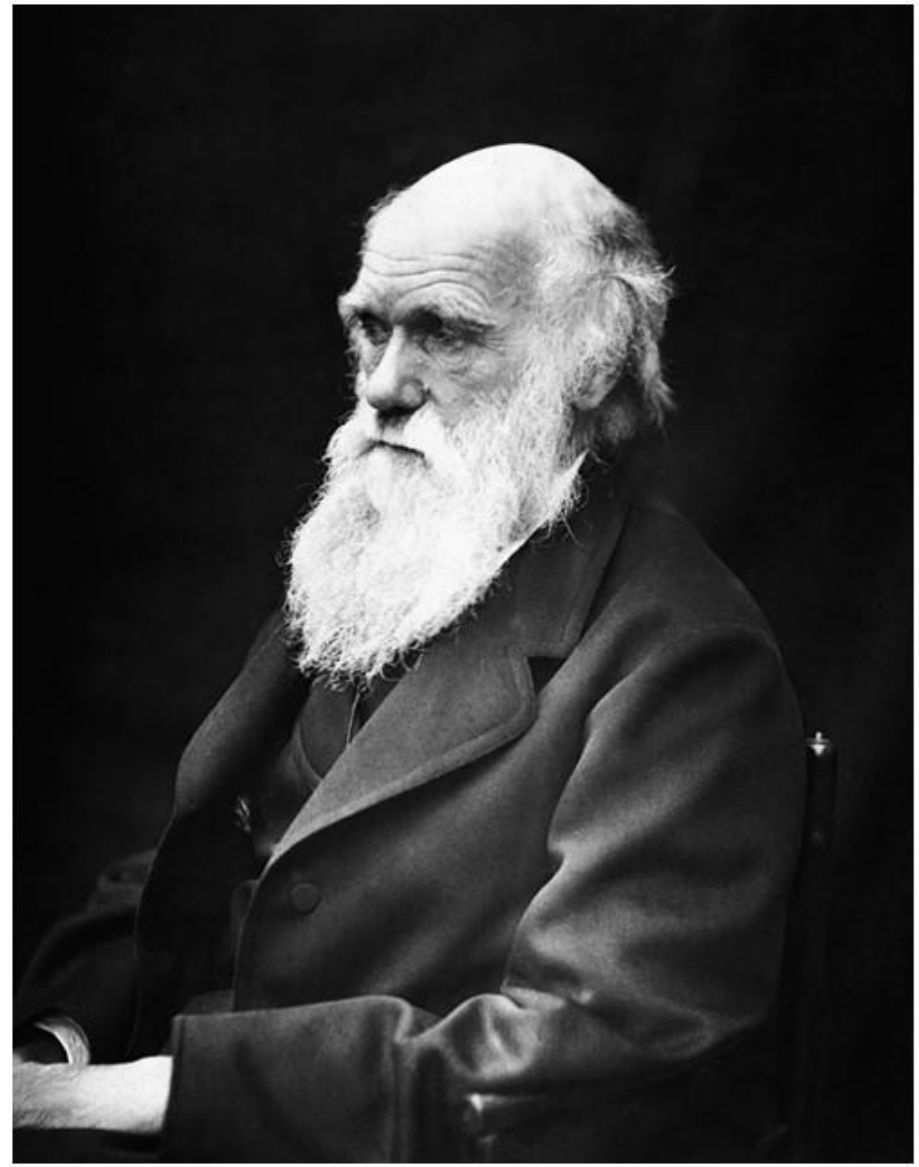


Colugo or Philippine flying lemur
Cynocephalus volans
Family Cynocephalidae
Distribution: Philippine Islands
Colugos live in rainforests, and glide between the trees, where they feed on tropical fruits and young foliage. Like many other rainforest species, colugos are at risk from the loss of their habitat to timber-felling and agriculture.

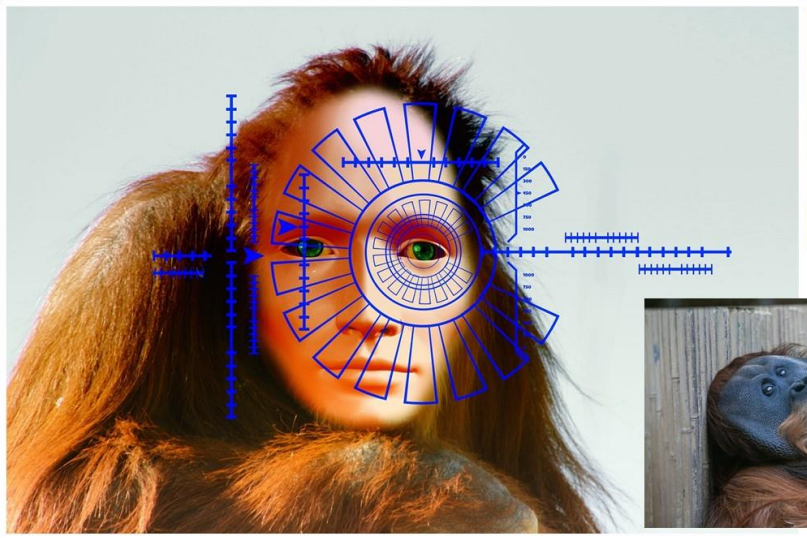
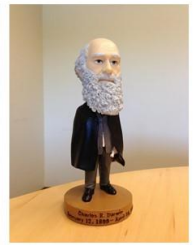
Saving large mammals
Worldwide Support for the conservation of wildlife and natural habitats comes from different organisations – for example, the World Wide Fund for Nature (WWF) and the International Union for Conservation of Nature (IUCN). They work to obtain money and public support for conservation projects, and assist with much-needed research.
Sri Lanka With the help of its radio transmitter collar, this elephant was tracked through dense jungle, and its pathways recorded. These pathways can then be preserved – and the elephants can move freely in years to come.
Gunung Leuser Reserve A few Sumatran rhinoceroses still survive in this reserve. Even so, because tropical rainforests are being cut down so fast, they are unlikely to find other suitable places to live.

Crater

Charles Robert Darwin 12 February 1809 – 19 April 1882) was an English naturalist, geologist and biologist, best known for his contributions to the science of evolution. His proposition that all species of life have descended over time from common ancestors is now widely accepted, and considered a foundational concept in science. In a joint publication with Alfred Russel Wallace, he introduced his scientific theory that this branching pattern of evolution resulted from a process that he called natural selection, in which the struggle for existence has a similar effect to the artificial selection involved in selective breeding



Galapagos Islands

scelidotherium leptocephalum

Toxodon

Sammy Ofer Wing
NATIONAL MARITIME MUSEUM

June year 2017 a visit
National Maritime Museum

Sammy Ofer Wing
NATIONAL MARITIME MUSEUM

The National Maritime Museum (NMM) in Greenwich, London, is the leading maritime museum of the United Kingdom and may be the largest museum of its kind in the world. The historic buildings form part of the Maritime Greenwich World Heritage Site, and it also incorporates the Royal Observatory and 17th-century Queen's House. In 2012, Her Majesty the Queen formally approved Royal Museums Greenwich as the new
overall title for the National Maritime Museum, Queen's House, the Royal Observatory, Greenwich, and the
Cutty Sark.

The Museum has the most important holdings in the world on the history of Britain at sea comprising more than two million items, including maritime art (both British and 17th-century Dutch), cartography, manuscripts including official public records, ship models and plans, scientific and navigational instruments, instruments for time-keeping and astronomy (based at the Observatory). Its British portraits collection is exceeded in size only by that of the National Portrait Gallery and its holdings relating to Vice-Admiral Horatio Nelson and Captain James Cook, among many other individuals, are unrivalled.

Fitzroy
Tide Clock
£ 125
Nauticalia
Clipper
Clock
£ 75
Nauticalia
London Tide Clock
Arabic
£ 155
Nauticalia
Fitzroy
Barometer
£ 125
Nauticalia
Clipper
Barometer
£ 89
Nauticalia
Fitzroy
Thermometer/Hygrometer
£ 99
Nauticalia

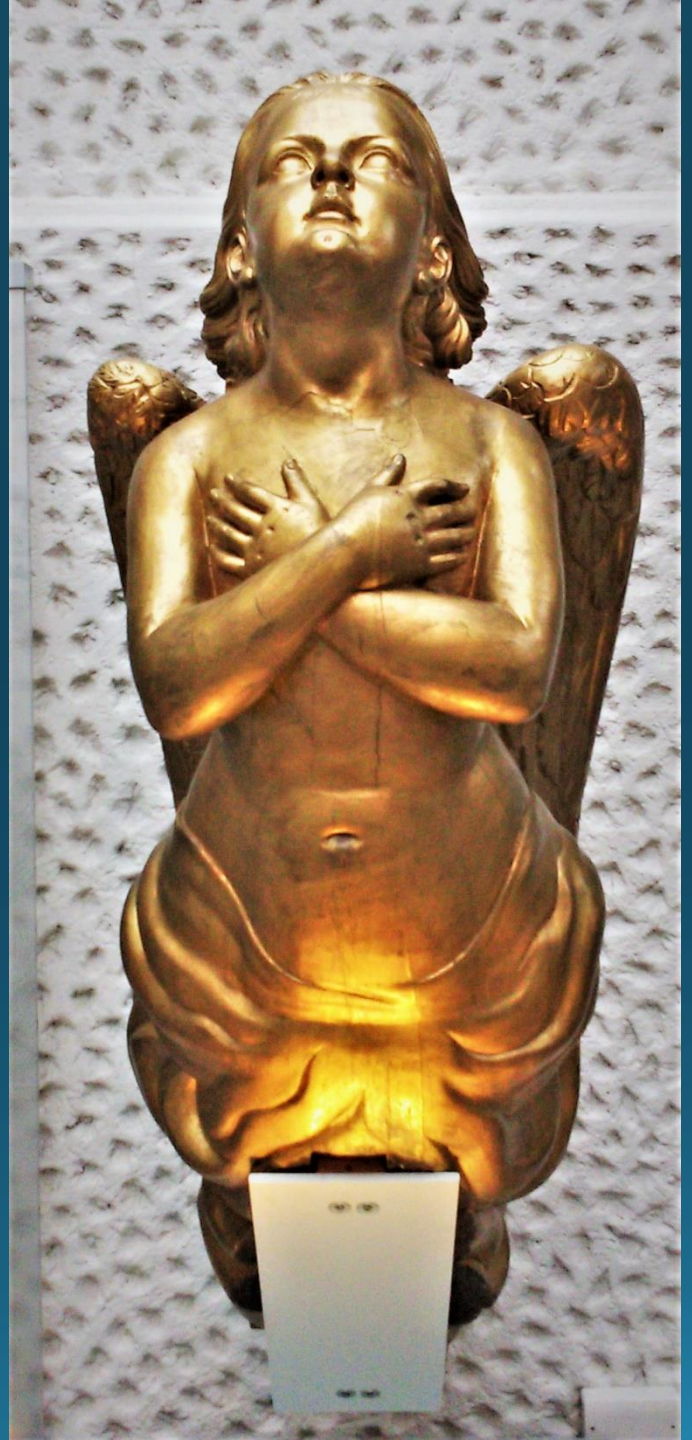
How did this man change history?

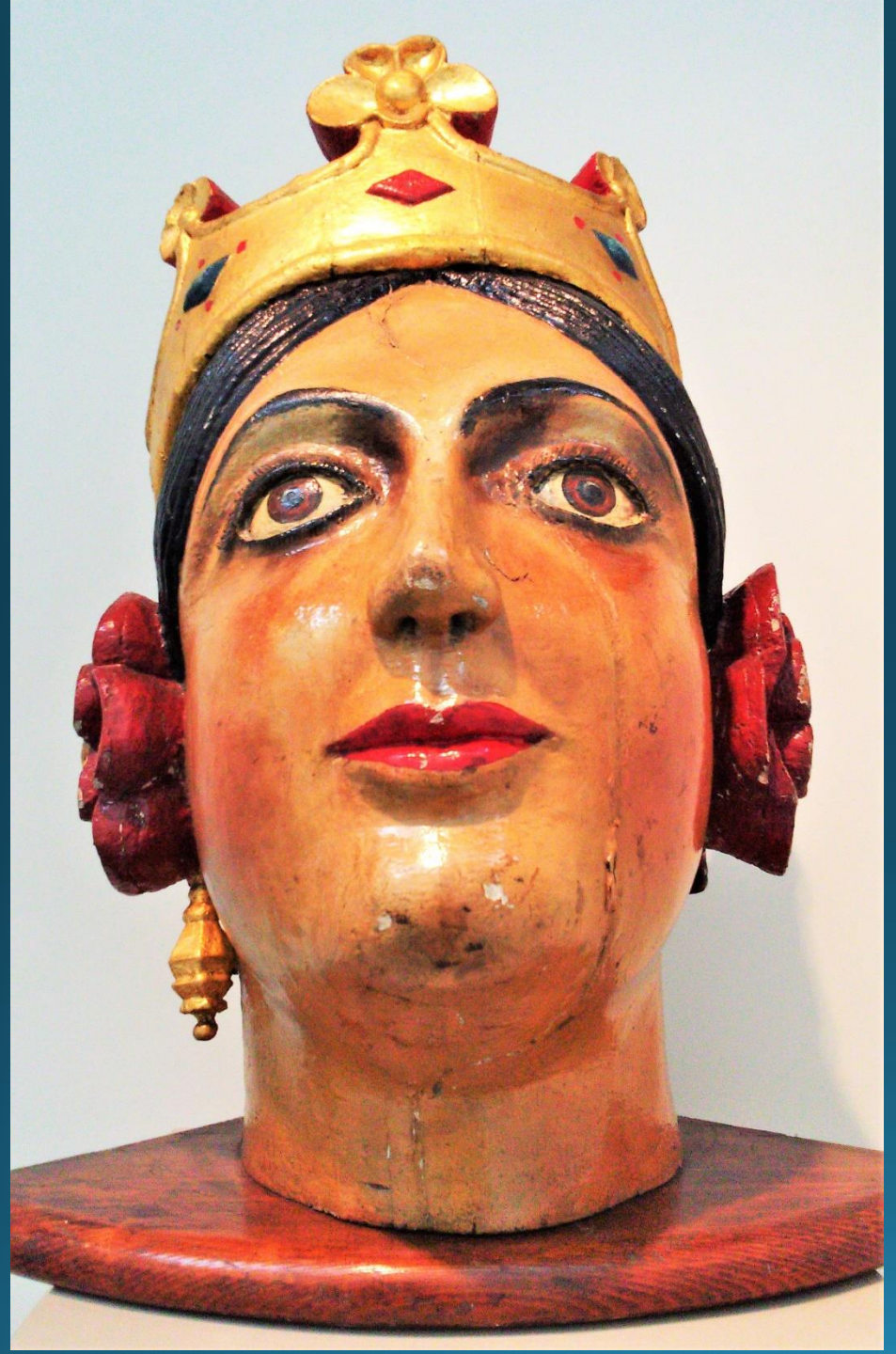
The Atlantic: Slavery, Trade, Empire

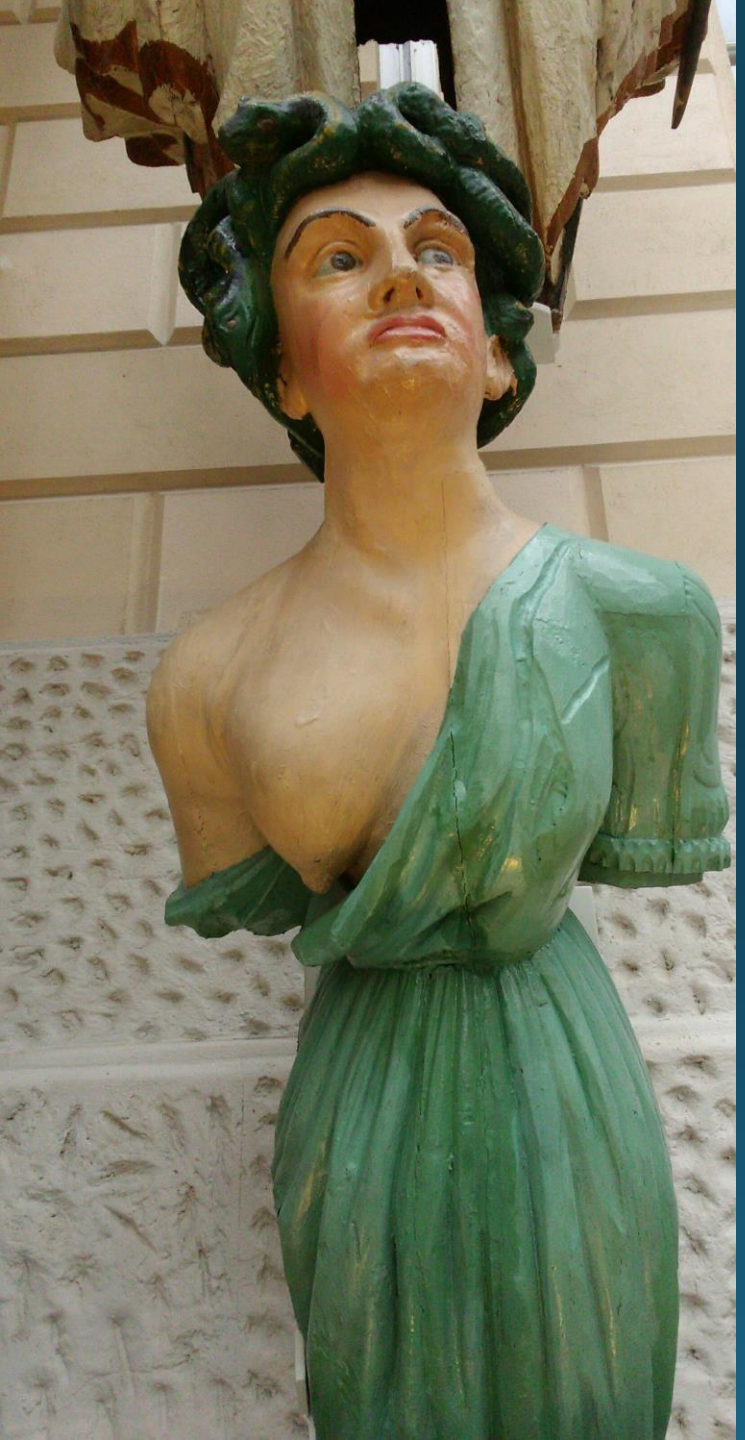
Find out about the movement of people, goods and ideas across the Atlantic Ocean from the 17th to the 19th century. Connections created by these movements changed the lives of people in Europe, Africa and the Americas. They profoundly affected the cultures and societies of all three continents, fundamentally shaping the world we live in today.

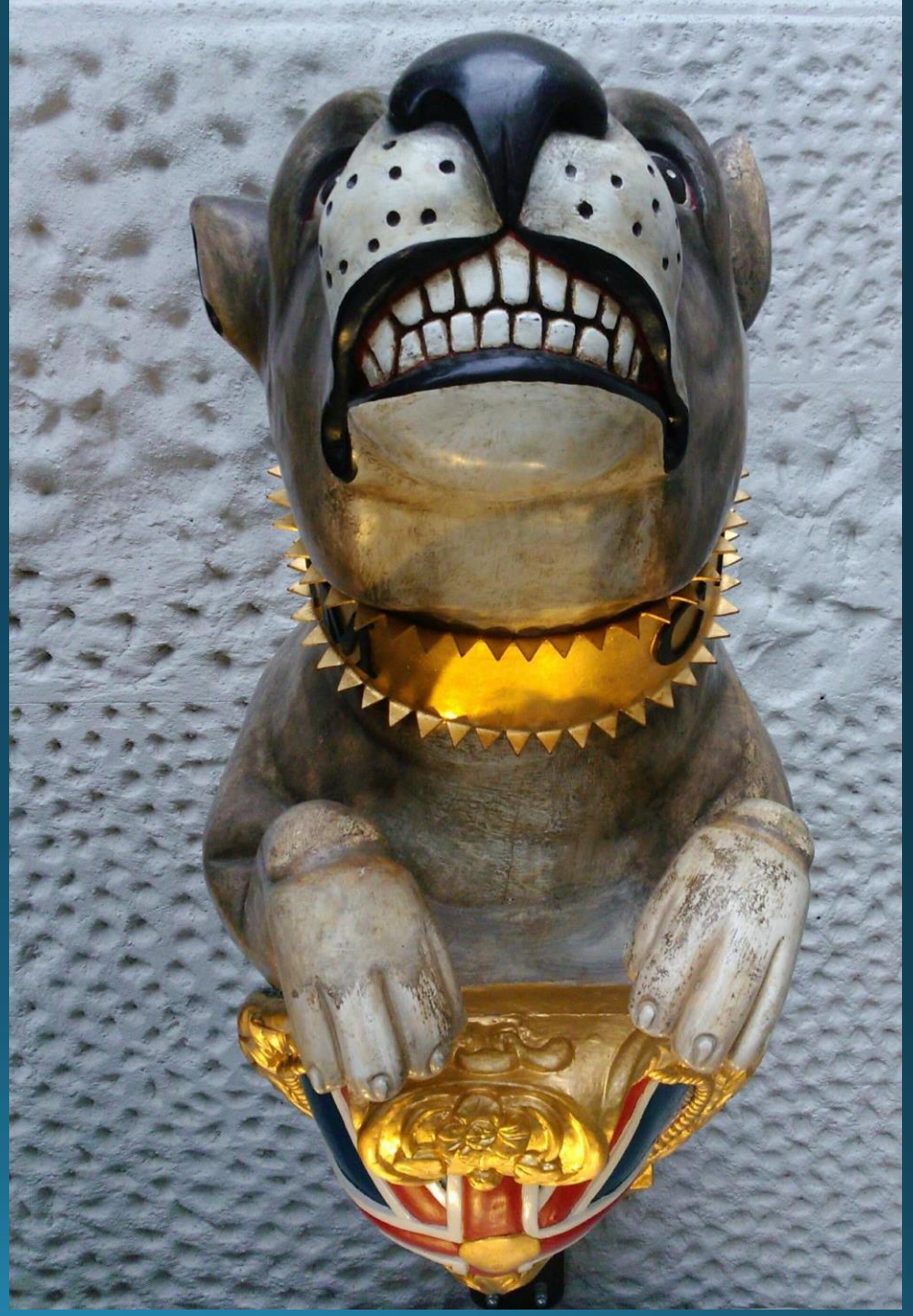
National Maritime Museum

Ship types





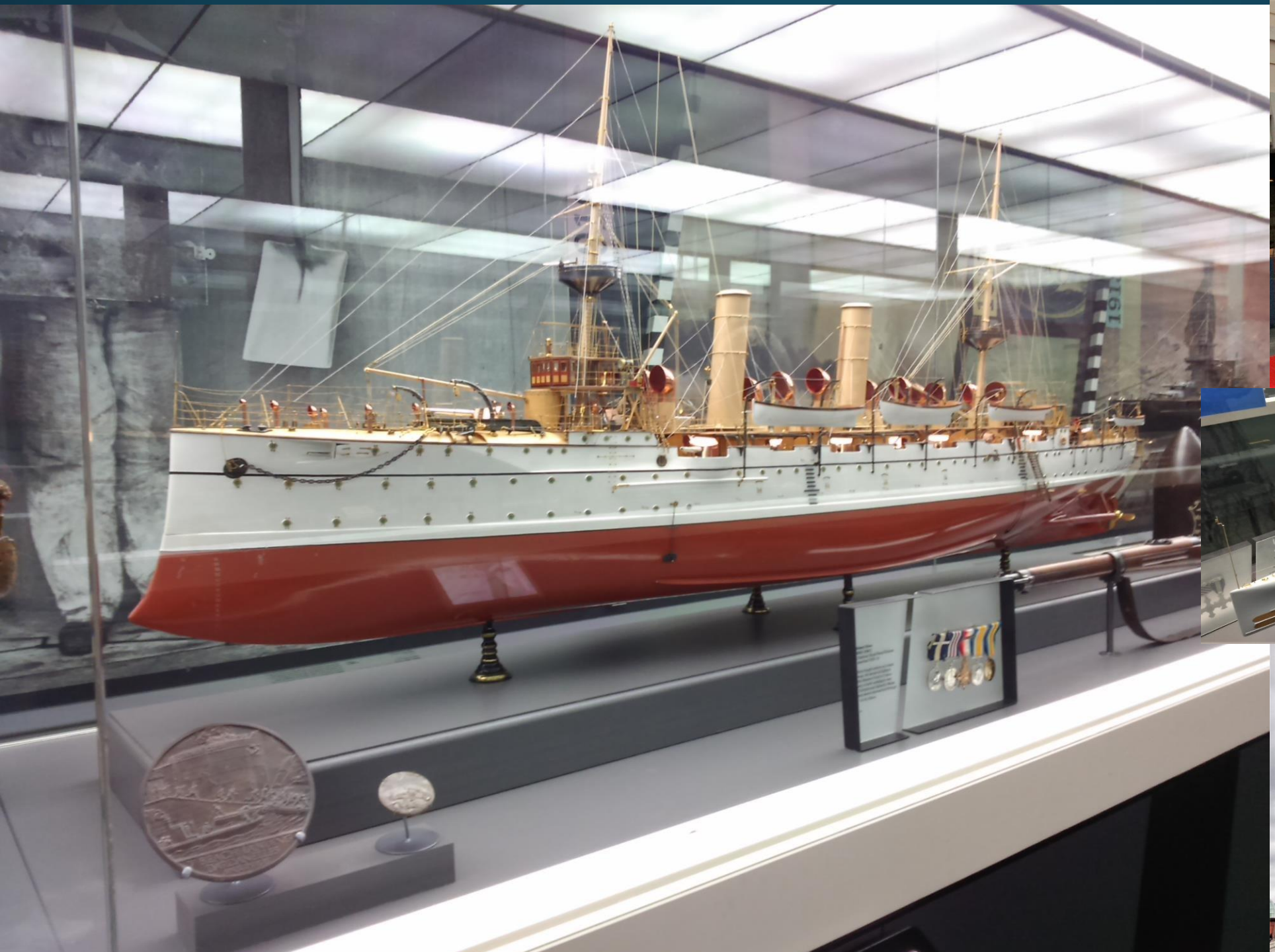


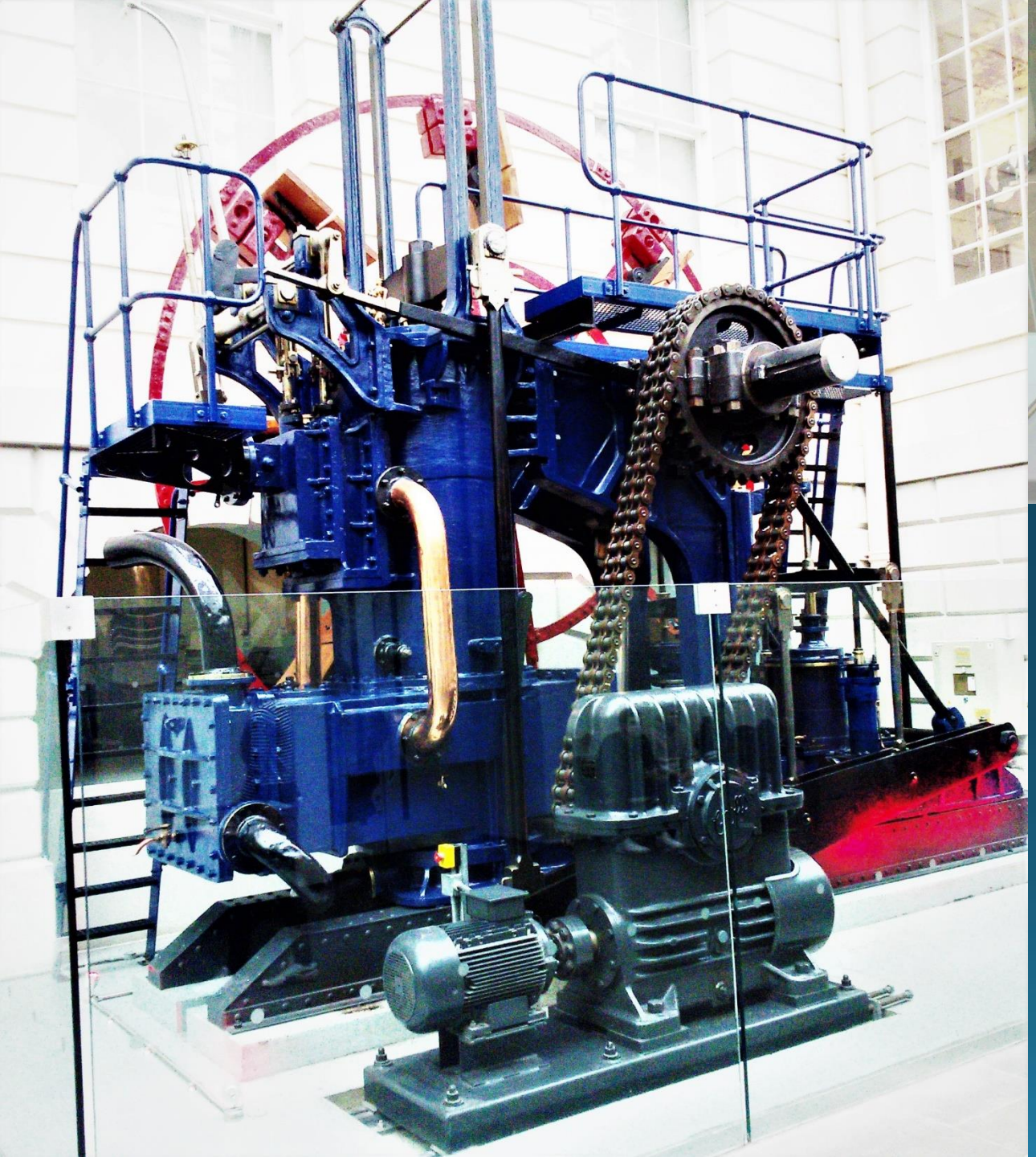


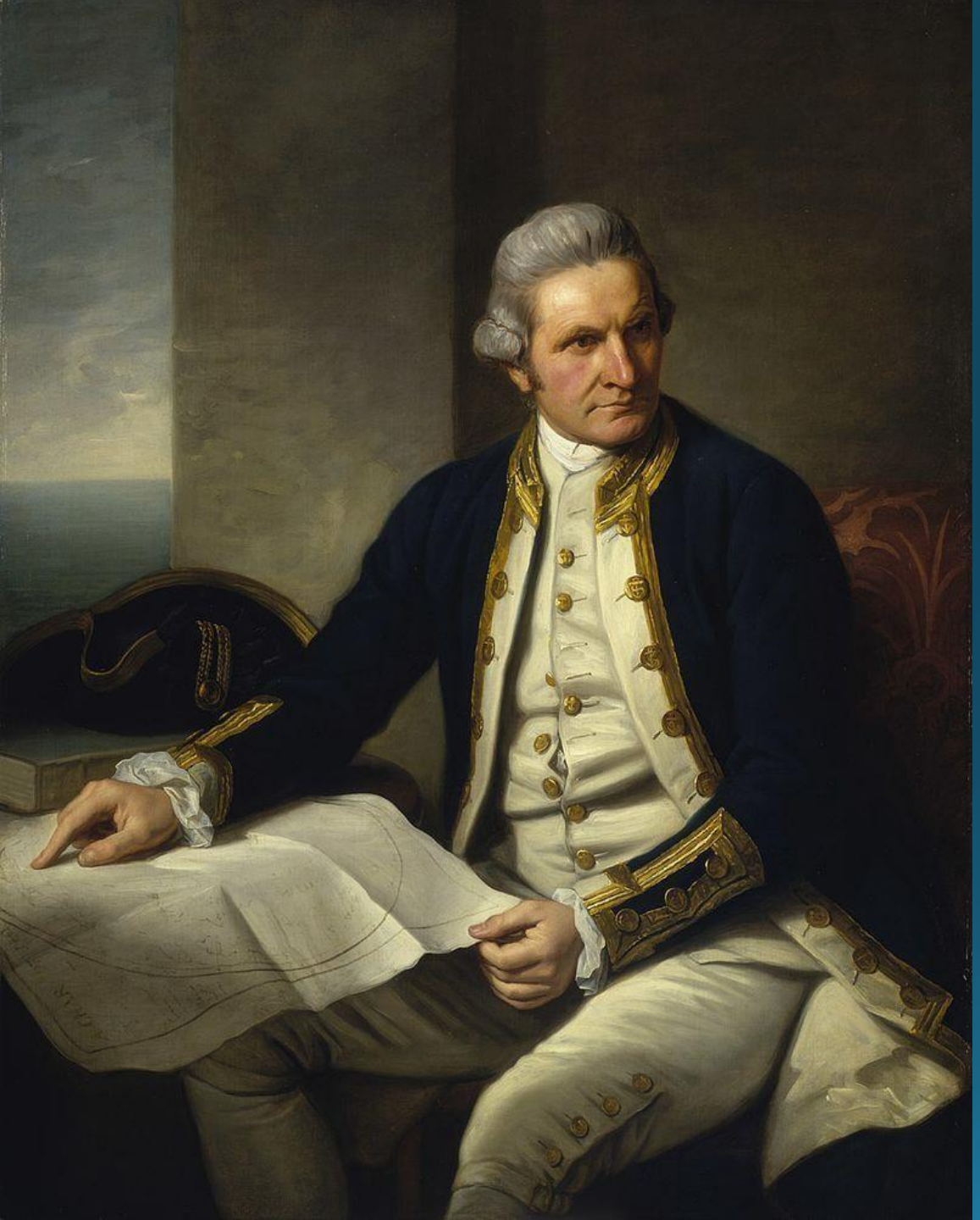
NICOLAS
BOWATER

IMPLACABLE

Ocean liner travel:
Rawalpindi







Captain James Cook FRS (7 November 1728 – 14 February 1779) was a British explorer, navigator, cartographer, and captain in the Royal Navy. Cook made detailed maps of Newfoundland prior to making three voyages to the Pacific Ocean, during which he achieved the first recorded European contact with the eastern coastline of Australia and the Hawaiian Islands, and the first recorded circumnavigation of New Zealand.

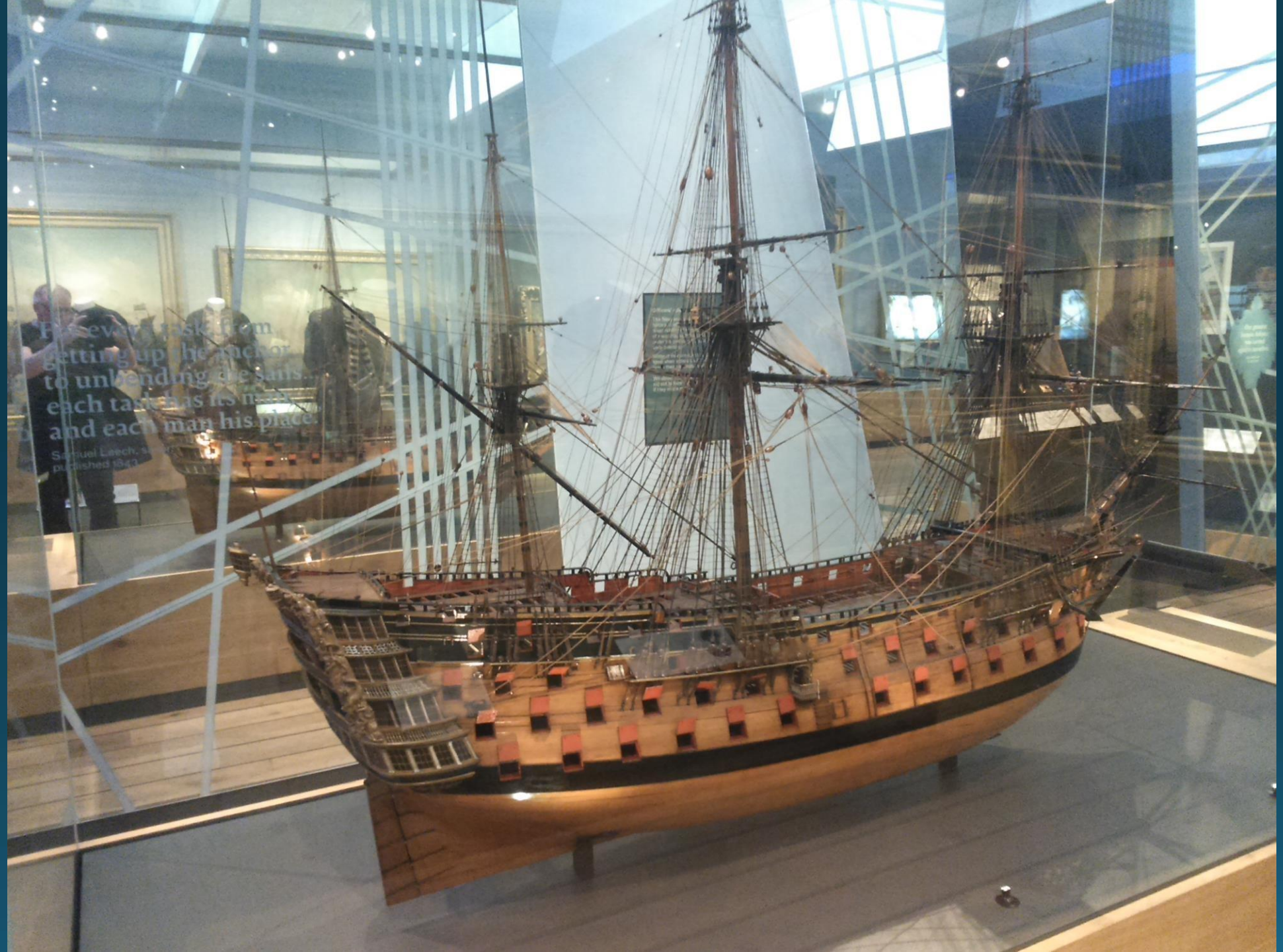
Cook joined the British merchant navy as a teenager and joined the Royal Navy in 1755. He saw action in the Seven Years' War, and subsequently surveyed and mapped much of the entrance to the Saint Lawrence River during the siege of Quebec. This helped bring Cook to the attention of the Admiralty and Royal Society. This notice came at a crucial moment in both Cook's career and the direction of British overseas exploration, and led to his commission in 1766 as commander of HM Bark Endeavour for the first of three Pacific voyages.

Napoleon Bonaparte 15 August 1769 – 5 May 1821) was a French military and political leader who rose to prominence during the French Revolution and led several successful campaigns during the French Revolutionary Wars. As Napoleon I, he was Emperor of the French from 1804 until 1814, and again briefly in 1815 (during the Hundred Days). Napoleon dominated European and global affairs for more than a decade while leading France against a series of coalitions in the Napoleonic Wars. He won most of these wars and the vast majority of his battles, building a large empire that ruled over continental Europe before its final collapse in 1815. One of the greatest commanders in history, his wars and campaigns are studied at military schools worldwide. Napoleon's political and cultural legacy has endured as one of the most celebrated and controversial leaders in human history.

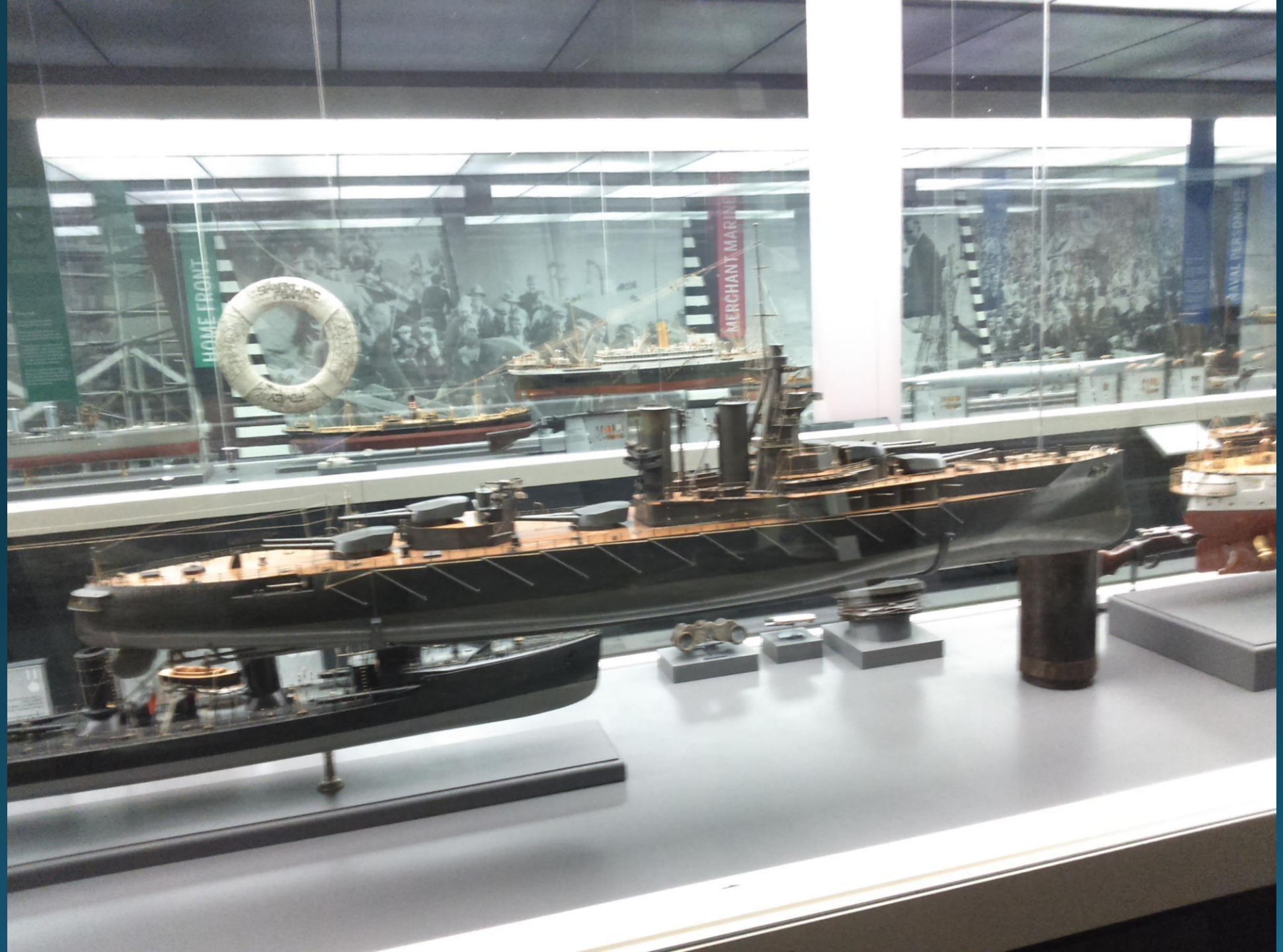
National Maritime Museum

National Maritime Museum

Souvenirs and emorabilia
Leisure and tradition
'If you ever deci o end it all, there is on umane suggestion I wo make. End it all before ship's concert.'
Julian Street, from Ship-Bored (1924)


and each man his place.

Ocean liner travel:
Rawalpindi
After the introduction of iron steamships in the mid-1800s, shipping lines began running scheduled passenger services. Their ships became known as liners and were the main way to travel to distant places until the 1960s. Mass air travel then became a serious competitor to the shipping companies.
Rawalpindi was built for P & O by Harland & Wolff, Greenock, and launched in 1925. She was one of four liners named after places in India and one of a new generation of ships fuelled by oil, with improved conditions for a smaller engine-room crew. Rawalpindi carried cargo and was among the first P & O ships to have refrigerated stores. She also carried mail and passengers – mainly businessmen, military personnel and civil servants – between London and Bombay. In the early 1930s her route was extended to Japan. She made her last passenger voyage from Hong Kong to London in 1938.


HOME FRONT
MERCHANT MARINE

1857
Rebellion in India
Power
Who was Tipu?

IMPLACABLE

How can I

HAENYEO
Women of the Sea

Haenyeo (sea women) are female divers who mostly live on Jeju Island, in the southern Korean peninsula. For centuries haenyeo have harvested seafood from the oceans. They are the main providers for their families and form the backbone of the island's society.

Life as haenyeo can begin at 11 years old, following training in swimming and 'muljil' (underwater fishing or harvesting) and continue until the age of 60 or above. These women do not use breathing apparatus so need a large lung capacity as well as the ability to withstand water pressure. Diving for up to seven hours a day, they also have to be strong enough to cope with the cold. Breathing techniques and hunting skills are passed down through generations.

Representing 'the island's character and people's spirit', the culture of the haenyeo was listed for protection by UNESCO (United Nations Educational, Scientific and Cultural Organisation) in 2016.

Hyung S. Kim
During a visit to Jeju Island in 2012, photographer Hyung was captivated by the haenyeo and started this series of large portraits of them. His photographs capture the women in their normal working state, emerging from the sea exhausted after long hours of diving. Here, haenyeo are shown as beautiful and strong working women rather than relics of an ancient tradition.

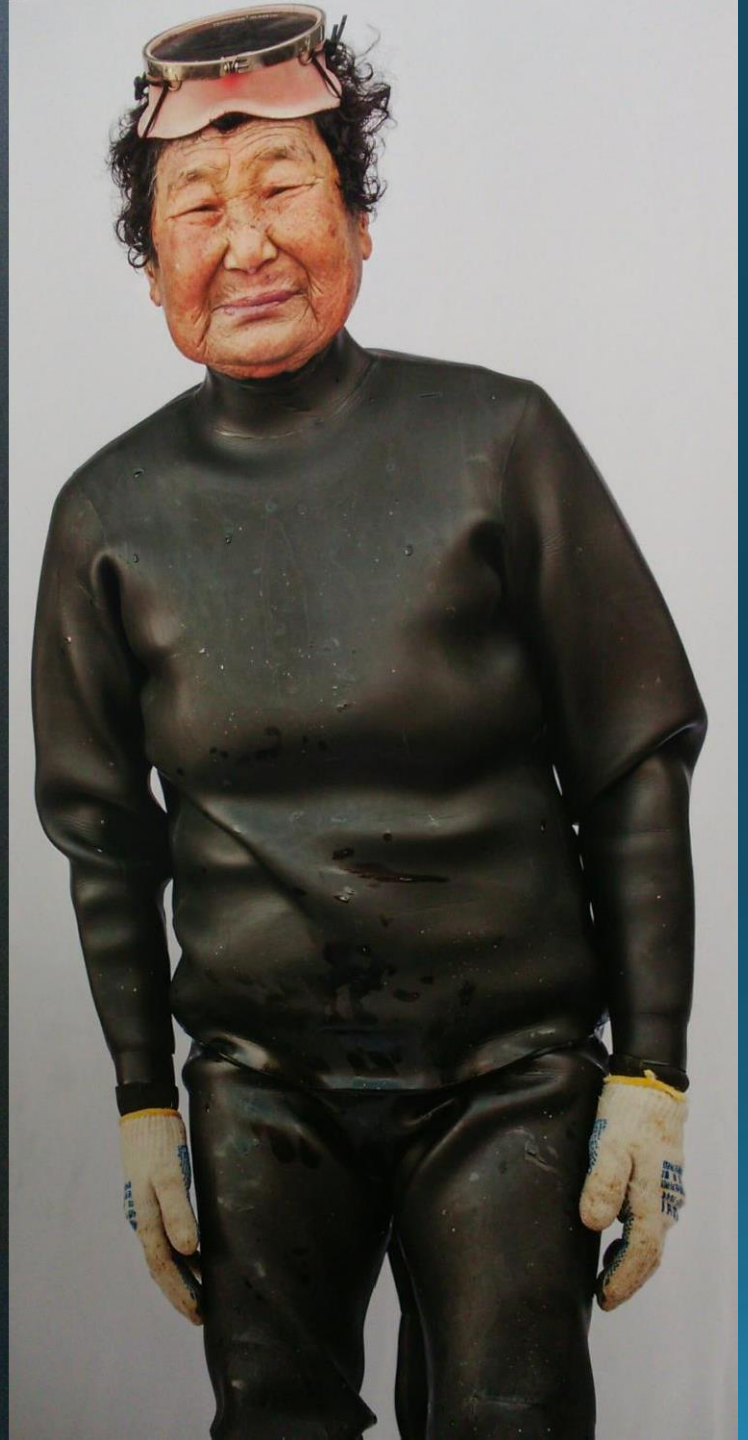
해녀는 한반도 최남단 제주도에 주로 거주하는 여성 잠수부를 이르는 말로, 오랜 역사동안 제주도 근안에서 다양한 해산물을 채취해 왔다. 해녀의 대부분은 가계를 책임지고 부양하고 있으며, 이는 제주도를 이루고 있는 모계사회의 근간을 이룬다.

해녀의 삶은 11살의 어린나이부터 수영과 물질(잠수해서 해산물 채취하는 것)을 배우며 시작되어60세가 훌쩍 넘는 나이까지 계속된다. 해녀들은 특별한 잠수 기구를 사용하지 않기 때문에 물의 압력을 견디는 힘과 폐활량이 중요하다. 하루 7시간까지도 잠수를 하기 때문에 낮은 수온 또한 견뎌내야만 한다. 숨쉬는 법과 해산물 채취의 기술은 가족내에서 세대에 거쳐 전승된다.

해녀는 2016년 '제주도 섬의 성격과 사람들의 정신을 대표' 하는 특별 문화유산으로서 UNESCO 인류 무형문화 유산으로 등록 되었다.

김형선
2012년 제주도를 방문, 막 물으로 나오는 해녀의 모습에 감동을 받은 김형선은 그 이후 해녀 초상 작업을 시작한다. 그의 사진은 잠수를 막 마치고 나온 피곤하고 젖은 해녀의 자연스러운 모습을 보여준다. 이 전시의 해녀들은 전통 전승자만이 아닌 우리에게 익숙한 강하고 아름다운 어머니의 모습을 담아낸다.

Funded with support from:
anjis
S/C Art
Supported using public funding by ARTS COUNCIL ENGLAND



Cha Yersook, Udo Jeju, 2017

Ko Moonsoo, Udo Jeju,
2016

Chae

Yang Soonja, Udo Jej
2017

Huyn Sukjik, Samdal Jeju,
2017

TEMPERED GLASS (T)

Hyon Sukja, Samdal Jeju,
2017

HAENYEO
Women of the Sea
THE
Great
Map

Chae Jiae, Samdal Jeju,
2017
Hyun Sukja, Samdal Jeju,
2017

Great Map
Southern Ocean

The Great Map Cafe

The Great Map Cafe
Southern Ocean

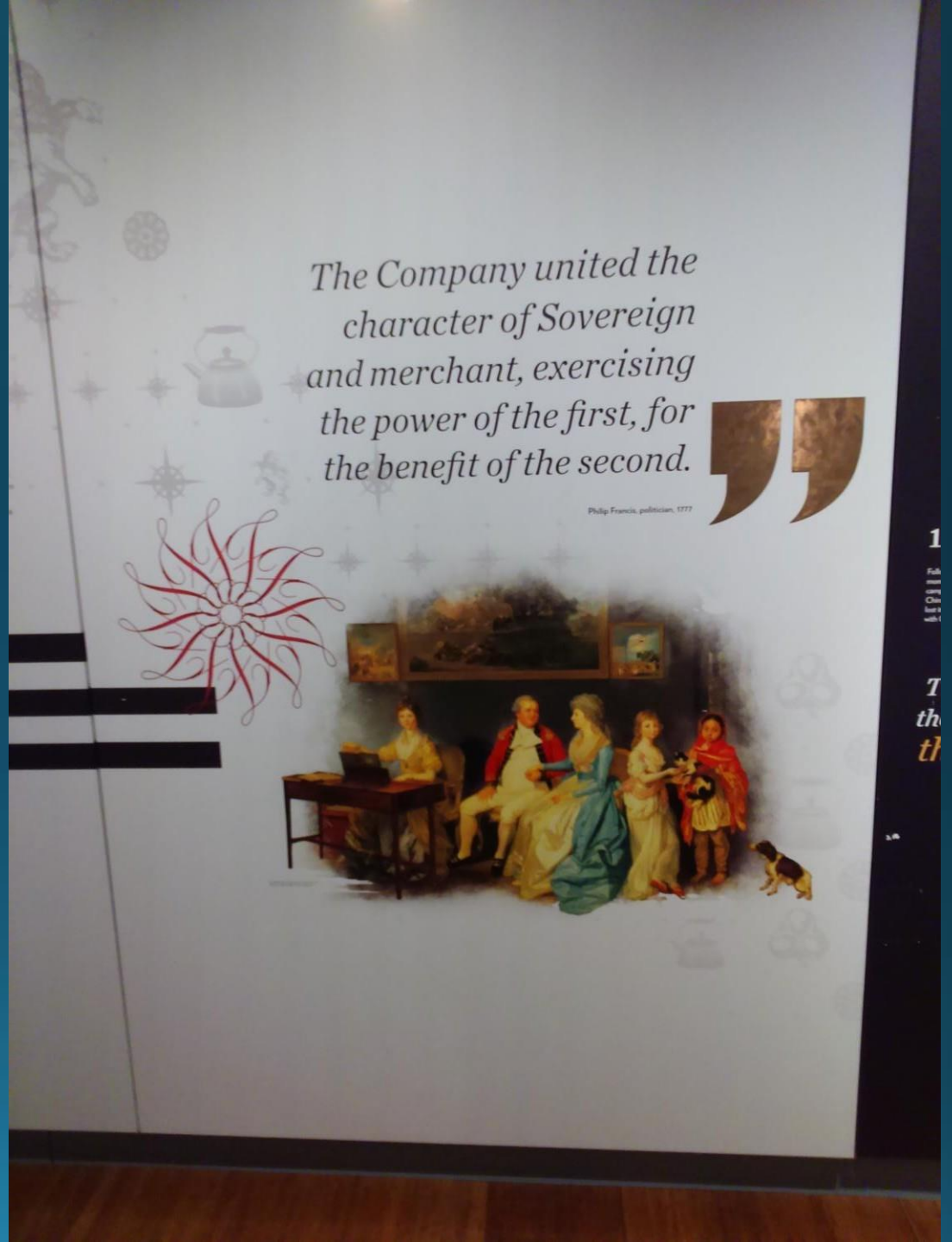
The Great Map Café
BRITAIN'S CHALLENGE FOR THE AMERICA'S CUP
Atlantic Ocean
Southern Ocean

National Maritime Museum

MPANY
TOPS
RADING
1813
1833
The main business of the Company was now the government of India.
According to the prevailing whim, every thing is Chinese, or in the Chinese taste.
The World, 1757
The Company combined the meanness of a pedlar and the profligacy of pirates, wielding a truncheon with one hand and picking a pocket with the other.

National Maritime Museum

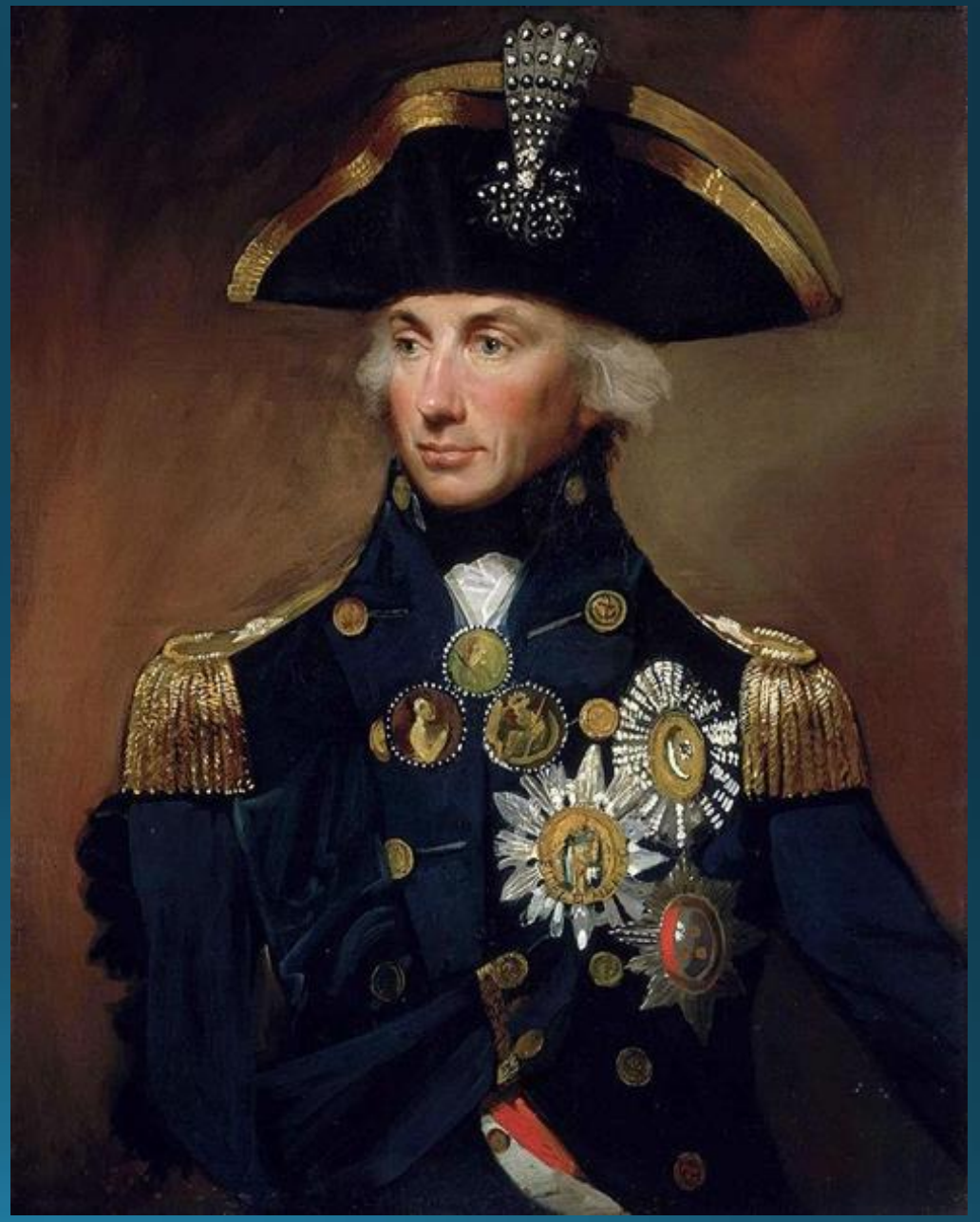
Tea:
the national
drink


The Company united the character of Sovereign and merchant, exercising the power of the first, for the benefit of the second.
Philip Francis, politician, 1777

1833
DIPLOMACY FAILS

I believe that we permit things to be done in India, which we would not permit to be done in Europe.
William Henry Russell, journalist and correspondent for The Times, 1857
'Mutiny' or 'War of Independence'?
'The Indian Mutiny' remains a commonly used term in Britain, but this description ignores the scale and wider significance of the uprising.
'The First War of Independence' is favoured by many as India. However, this term implies a unified and organised uprising, ignoring the local complexity of the events.
Neither interpretation is adequate. How to describe the violence of 1857–58 is still contested today.
Does the disturbance in India indicate a military mutiny, or is it a national revolt?
Benjamin Disraeli, politician, 27 July 1857

When Britain entered the French Revolutionary Wars in 1793, Nelson was given command of the Agamemnon. He served in the Mediterranean, helped capture Corsica and saw battle at Calvi (where he lost the sight in his right eye). He would later lose his right arm at the Battle of Santa Cruz de Tenerife in 1797.



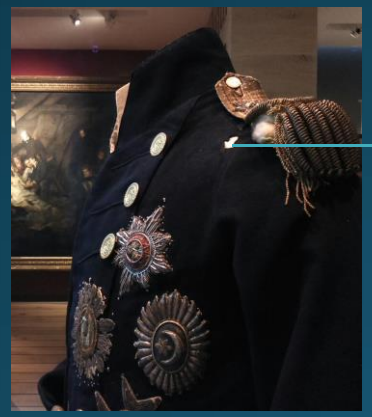
Nelson was a British naval commander and national hero, famous for his naval victories against the French during the Napoleonic Wars.

Born on 29 September 1758 in Burnham Thorpe, Norfolk, Horatio Nelson was the sixth of the 11 children of a clergyman. He joined the navy aged 12, on a ship commanded by a maternal uncle. He became a captain at 20, and saw service in the West Indies, Baltic and Canada. He married Frances Nisbet in 1787 in Nevis, and returned to England with his bride to spend the next five years on half-pay, frustrated at the lack of a command.

At the Battle of the Nile in 1798, he successfully destroyed Napoleon's fleet and thus his bid for a direct trade route to India. Nelson's next posting took him to Naples, where he fell in love with Emma, **Lady Hamilton**. Although they remained in their respective marriages, Nelson and Emma Hamilton considered each other soul-mates and had a child together, Horatia, in 1801. Earlier that same year, Nelson was promoted to vice-admiral.

National Maritime Museum

Over the period 1794 to 1805, under Nelson's leadership, the Royal Navy proved its supremacy over the French. His most famous engagement, at Cape Trafalgar, saved Britain from threat of invasion by Napoleon, but it would be his last. Before the battle on 21 October 1805, Nelson sent out the famous signal to his fleet 'England expects that every man will do his duty'. **He was killed by a French sniper** a few hours later while leading the attack on the combined French and Spanish fleet. His body was preserved in brandy and transported back to England where he was given a state funeral.



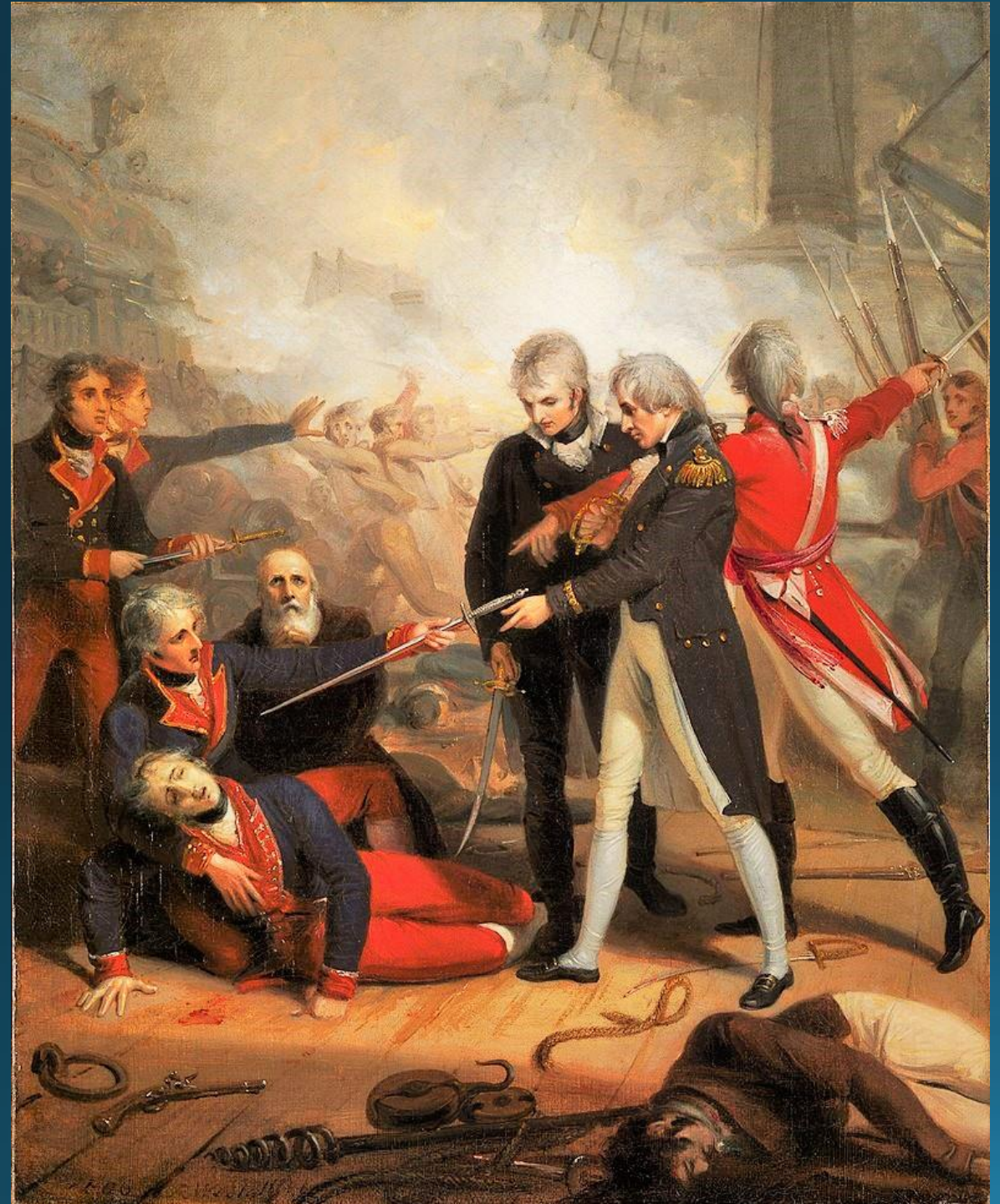
Hole from snipershot

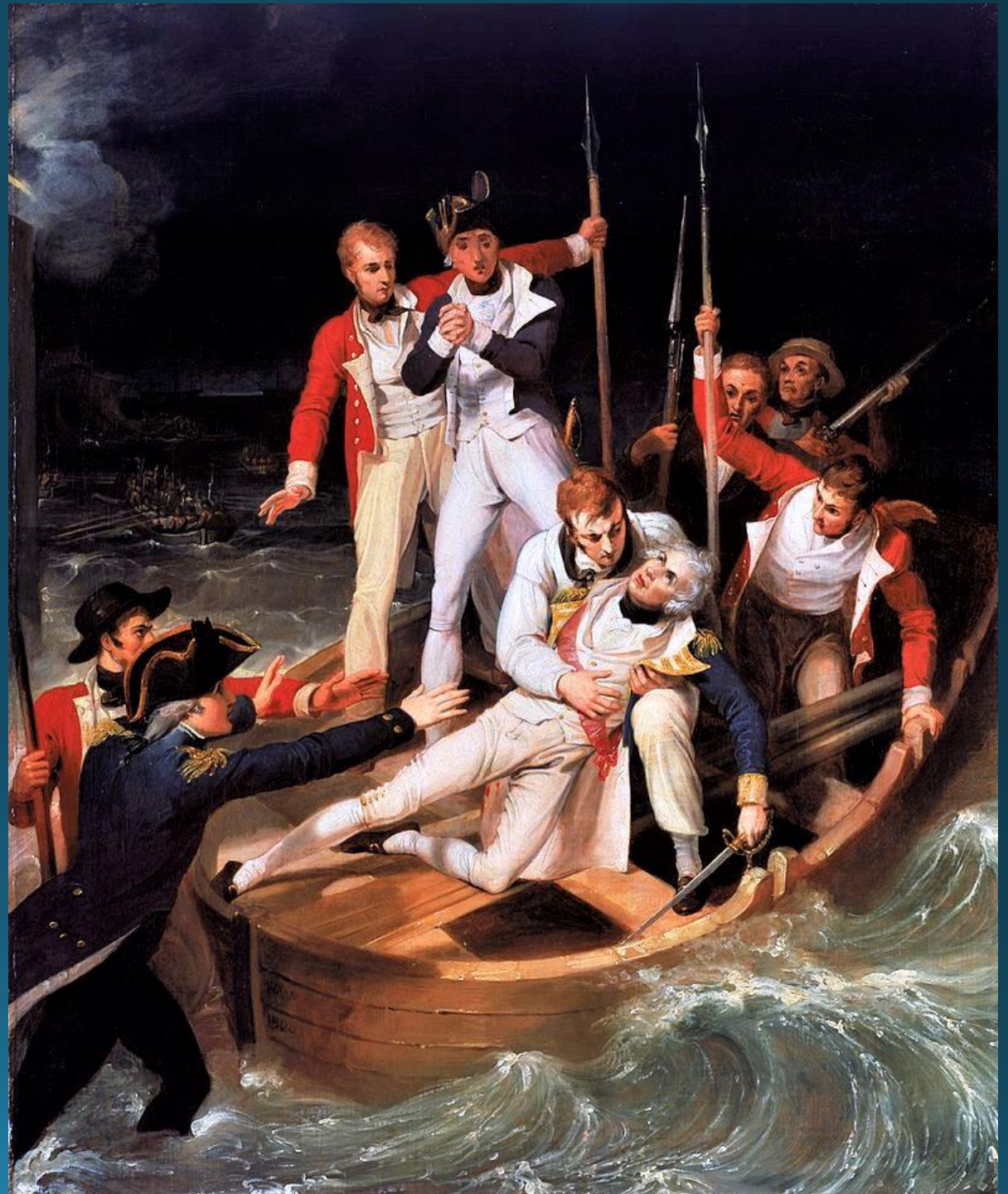
Wife

Mistress

The Battle of Copenhagen, 2 April 1801, by Nicholas Pocock (National Maritime Museum, Greenwich, London).

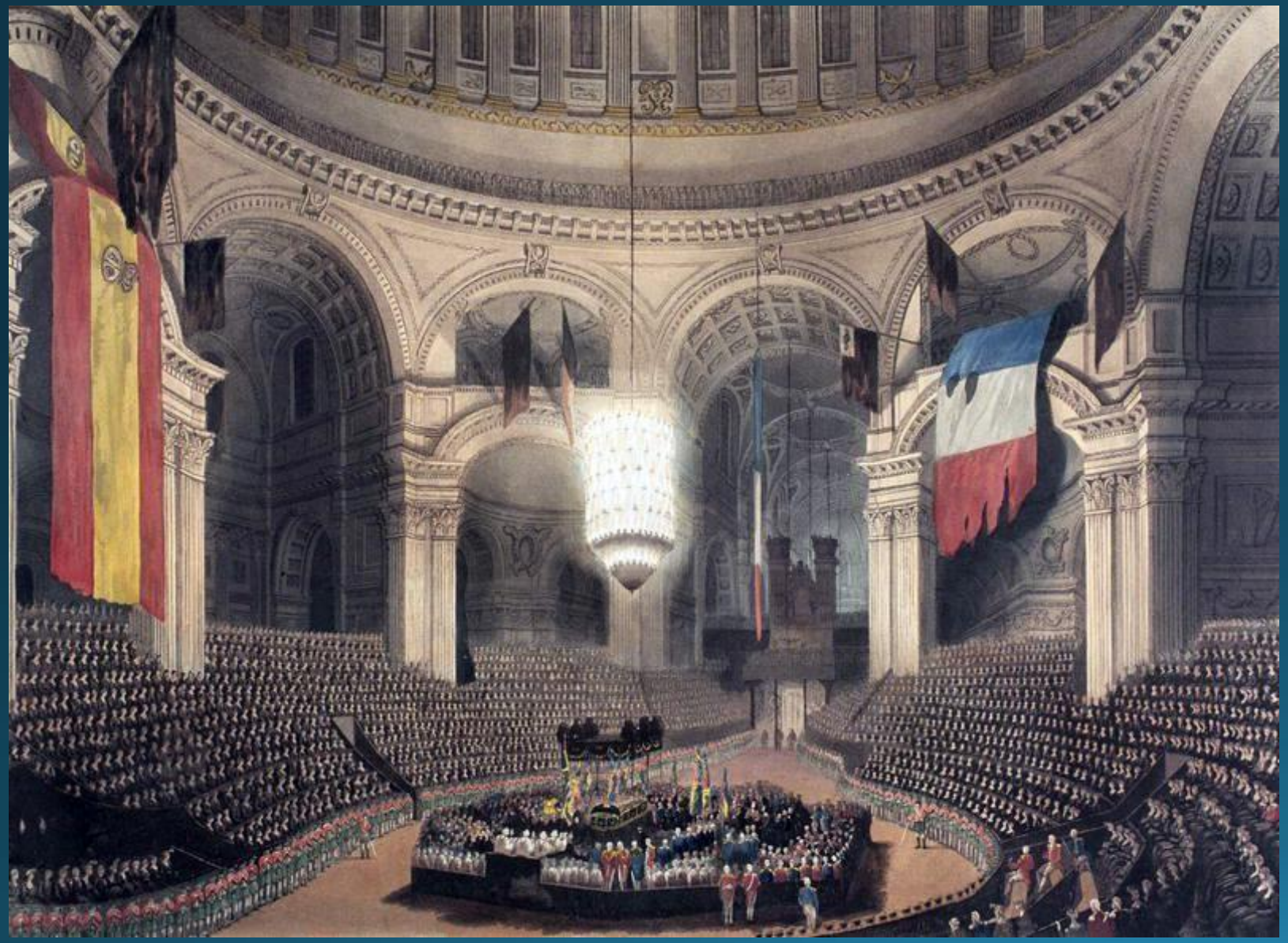
Capt Horatio Nelson
1781



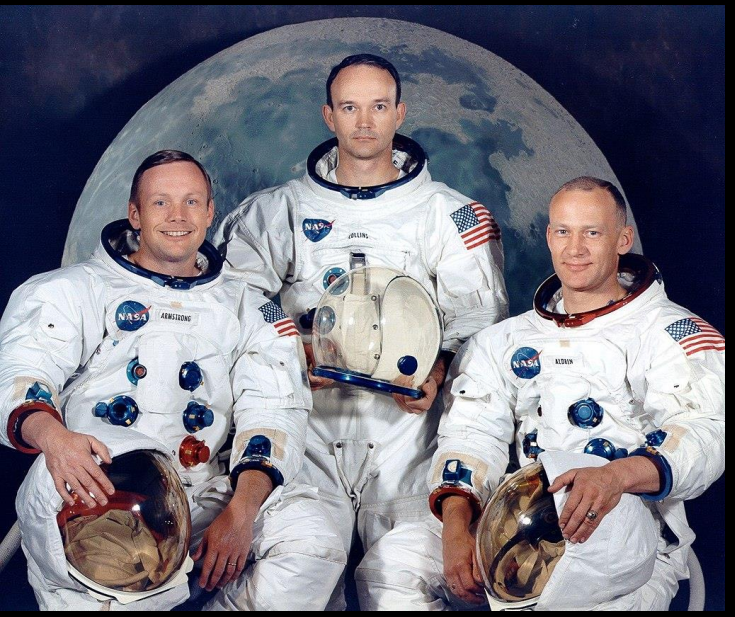


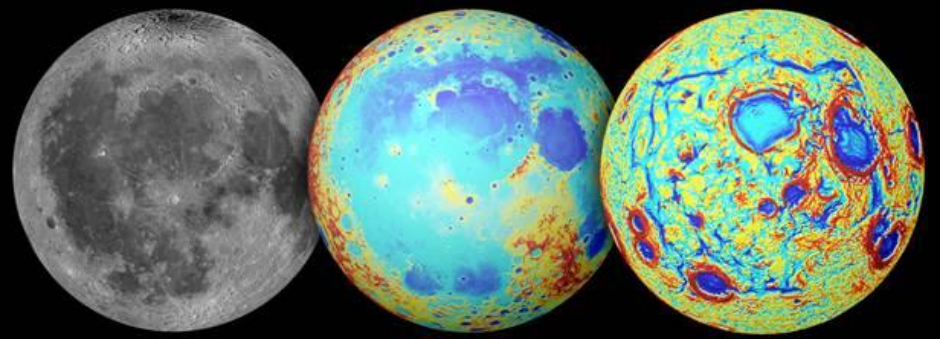
The Death of Nelson by Daniel Maclise (Houses of Parliament, London)

Vice – Admiral Horatio Nelsons funeral



HORATIO·VISC·NELSON



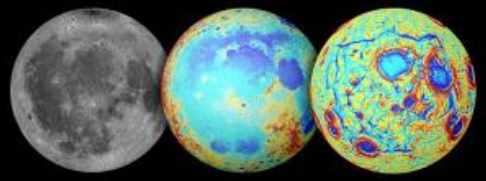


Neil Armstrong

Neil Alden Armstrong (August 5, 1930 – August 25, 2012) was an American astronaut and aeronautical engineer, and the first person to walk on the Moon. He was also a naval aviator, test pilot, and university professor.

On July 20, 1969, Armstrong and Apollo 11 Lunar Module (LM) pilot Buzz Aldrin became the first people to land on the Moon,

Slideshow by Anders Dernback / text Wikipedia 2021 – 07 - 21



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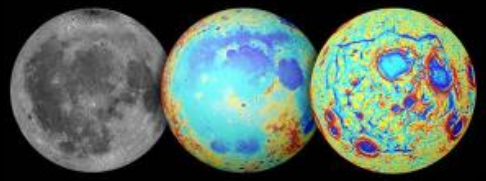
Neil Armstrong

After the war, he completed his bachelor's degree at Purdue and became a test pilot at the National Advisory Committee for Aeronautics (NACA) High-Speed Flight Station at Edwards Air Force Base in California. He was the project pilot on Century Series fighters and flew the North American X-15 seven times. He was also a participant in the U.S. Air Force's Man in Space Soonest and X-20 Dyna-Soar human spaceflight programs.

Armstrong joined the NASA Astronaut Corps in the second group, which was selected in 1962. He made his first spaceflight as command pilot of Gemini 8 in March 1966, becoming NASA's first civilian astronaut to fly in space. During this mission with pilot David Scott, he performed the first docking of two spacecraft; the mission was aborted after Armstrong used some of his re-entry control fuel to stabilize a dangerous roll caused by a stuck thruster. During training for Armstrong's second and last spaceflight as commander of Apollo 11, he had to eject from the Lunar Landing Research Vehicle moments before a crash.

Apollo 11

On July 20, 1969, Armstrong and Apollo 11 Lunar Module (LM) pilot Buzz Aldrin became the first people to land on the Moon, and the next day they spent two and a half hours outside the Lunar Module Eagle spacecraft while Michael Collins remained in lunar orbit in the Apollo Command Module Columbia. When Armstrong stepped onto the lunar surface, he famously said: "That's one small step for [a] man, one giant leap for mankind." Along with Collins and Aldrin, Armstrong was awarded the Presidential Medal of Freedom by President Richard Nixon. President Jimmy Carter presented Armstrong with the Congressional Space Medal of Honor in 1978, and Armstrong and his former crewmates received a Congressional Gold Medal in 2009.



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After he resigned from NASA in 1971, Armstrong taught in the Department of Aerospace Engineering at the University of Cincinnati until 1979. He served on the Apollo 13 accident investigation and on the Rogers Commission, which investigated the Space Shuttle Challenger disaster.

Armstrong was born near Wapakoneta, Ohio, on August 5, 1930, the son of Viola Louise (née Engel) and Stephen Koenig Armstrong. He was of German, Scots-Irish, and Scottish descent. He had a younger sister, June, and a younger brother, Dean. His father was an auditor for the Ohio state government, and the family moved around the state repeatedly, living in 16 towns over the next 14 years. Armstrong's love for flying grew during this time, having started at the age of two when his father took him to the Cleveland Air Races. When he was five or six, he experienced his first airplane flight in Warren, Ohio, when he and his father took a ride in a Ford Trimotor (also known as the "Tin Goose

The family's last move was in 1944 and took them back to Wapakoneta, where Armstrong attended Blume High School and took flying lessons at the Wapakoneta airfield. He earned a student flight certificate on his 16th birthday, then soloed in August, all before he had a driver's license. He was an active Boy Scout and earned the rank of Eagle Scout. As an adult, he was recognized by the Scouts with their Distinguished Eagle Scout Award and Silver Buffalo Award. While flying toward the Moon on July 18, 1969, he sent his regards to attendees at the National Scout jamboree in Idaho. Among the few personal items that he carried with him to the Moon and back was a World Scout Badge.

At age 17, in 1947, Armstrong began studying aeronautical engineering at Purdue University in West Lafayette, Indiana. He was the second person in his family to attend college. He was also accepted to the Massachusetts Institute of Technology (MIT), but he resolved to go to Purdue after watching a football game between the Purdue Boilermakers and the Ohio State Buckeyes at the Ohio Stadium in 1945, in which quarterback Bob DeMoss led the Boilermakers to a sound victory over the highly regarded Buckeyes. An uncle who attended MIT had also advised him that he could receive a good education without going all the way to Cambridge, Massachusetts. His college tuition was paid for under the Holloway Plan. Successful applicants committed to two years of study, followed by two years of flight training and one year of service as an aviator in the U.S. Navy, then completion of the final two years of their bachelor's degree. Armstrong did not take courses in naval science, nor did he join the Naval Reserve Officers Training Corps

Neil Armstrong

Armstrong's call-up from the Navy arrived on January 26, 1949, requiring him to report to Naval Air Station Pensacola in Florida for flight training with class 5-49. After passing the medical examinations, he became a midshipman on February 24, 1949. Flight training was conducted in a North American SNJ trainer, in which he soloed on September 9, 1949. On March 2, 1950, he made his first aircraft carrier landing on USS Cabot, an achievement he considered comparable to his first solo flight.[18] He was then sent to Naval Air Station Corpus Christi in Texas for training on the Grumman F8F Bearcat, culminating in a carrier landing on USS Wright. On August 16, 1950, Armstrong was informed by letter that he was a fully qualified naval aviator. His mother and sister attended his graduation ceremony on August 23, 1950.

Neil Armstrong

Armstrong was assigned to Fleet Aircraft Service Squadron 7 (FASRON 7) at NAS San Diego (now known as NAS North Island). On November 27, 1950, he was assigned to VF-51, an all-jet squadron, becoming its youngest officer, and made his first flight in a jet, a Grumman F9F Panther, on January 5, 1951. He was promoted to ensign on June 5, 1951, and made his first jet carrier landing on USS Essex two days later. On June 28, 1951, Essex had set sail for Korea, with VF-51 aboard to act as ground-attack aircraft. VF-51 flew ahead to Naval Air Station Barbers Point in Hawaii, where it conducted fighter-bomber training before rejoining the ship at the end of July

Neil Armstrong

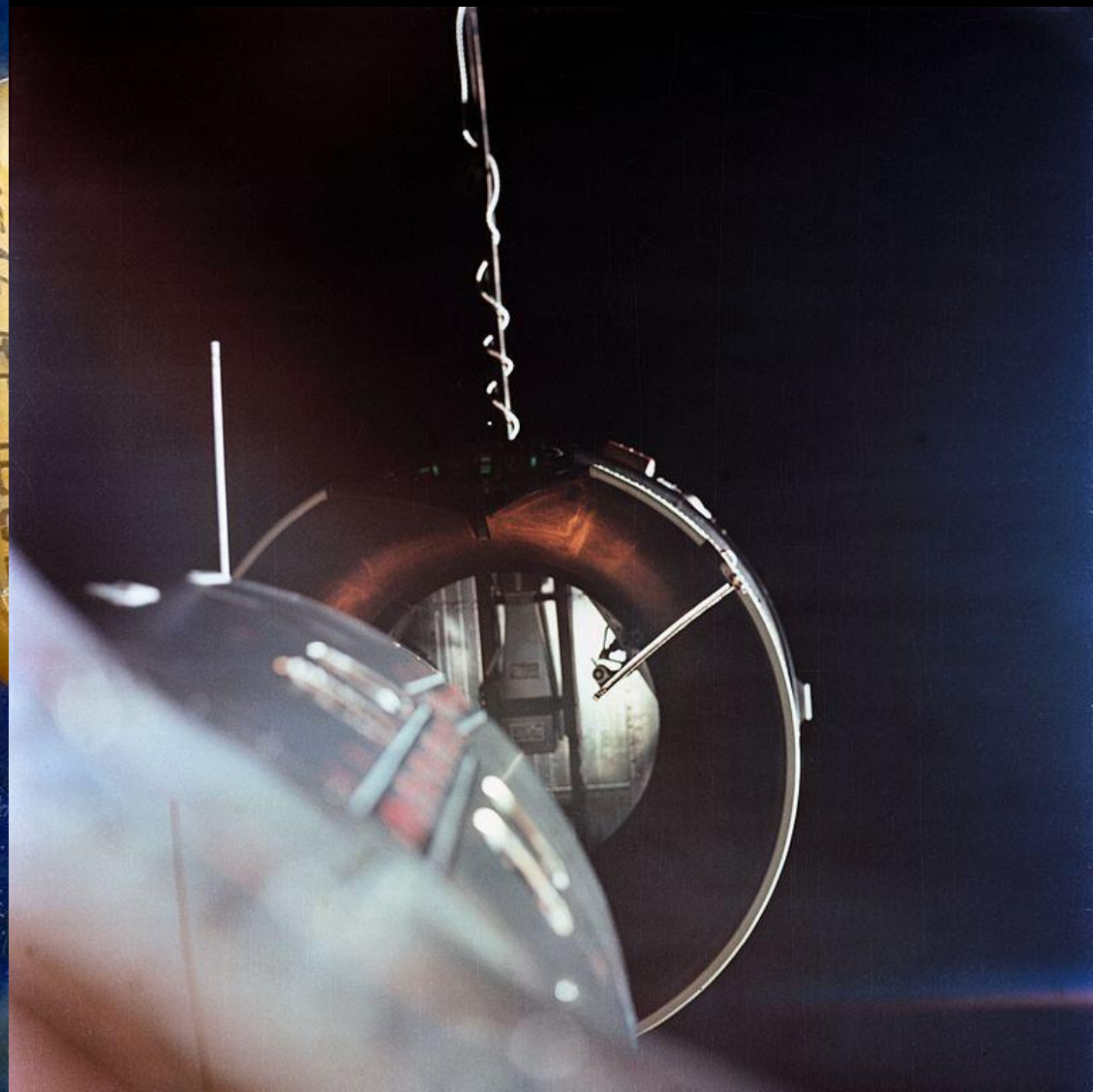
In all, Armstrong flew 78 missions over Korea for a total of 121 hours in the air, a third of them in January 1952, with the final mission on March 5, 1952. Of 492 U.S. Navy personnel killed in the Korean War, 27 of them were from Essex on this war cruise. Armstrong received the Air Medal for 20 combat missions, two gold stars for the next 40, the Korean Service Medal and Engagement Star, the National Defense Service Medal, and the United Nations Korea Medal.

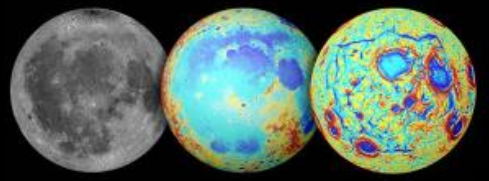
Armstrong's regular commission was terminated on February 25, 1952, and he became an ensign in the United States Navy Reserve. On completion of his combat tour with Essex, he was assigned to a transport squadron, VR-32, in May 1952. He was released from active duty on August 23, 1952, but remained in the reserve, and was promoted to lieutenant (junior grade) on May 9, 1953. As a reservist, he continued to fly, with VF-724 at Naval Air Station Glenview in Illinois, and then, after moving to California, with VF-773 at Naval Air Station Los Alamitos. He remained in the reserve for eight years, before resigning his commission on October 21, 1960.

Armstrong, 35, suiting up for Gemini 8 in March 1966

Recovery of Gemini 8 from the western Pacific Ocean; Armstrong sitting to the right

The Agena Target Docking Vehicle seen from the National Aeronautics and Space Administration's Gemini adapter of the Agena is approximately two feet from the nose of the spacecraft (lower left). Crewmen for the Gemini-8 mission were astronauts Neil A. Armstrong, command pilot, and David R. Scott, pilot.





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After his service with the Navy, Armstrong returned to Purdue. His previously earned good but not outstanding grades now improved, lifting his final Grade Point Average (GPA) to a respectable but not outstanding 4.8 out of 6.0. He pledged the Phi Delta Theta fraternity, and lived in its fraternity house. He wrote and co-directed two musicals as part of the all-student revue. The first was a version of Snow White and the Seven Dwarfs, co-directed with his girlfriend Joanne Alford from the Alpha Chi Omega sorority, with songs from the Walt Disney film, including "Someday My Prince Will Come"; the second was titled The Land of Egelloc ("college" spelled backwards), with music from Gilbert and Sullivan but new lyrics. He was chairman of the Purdue Aero Flying Club, and flew the club's aircraft, an Aeronca and a couple of Pipers, which were kept at nearby Aretz Airport in Lafayette, Indiana. Flying the Aeronca to Wapakoneta in 1954, he damaged it in a rough landing in a farmer's field, and it had to be hauled back to Lafayette on a trailer.

Neil Armstrong

Following his graduation from Purdue, Armstrong became an experimental research test pilot. He applied at the National Advisory Committee for Aeronautics (NACA) High-Speed Flight Station at Edwards Air Force Base. NACA had no open positions, and forwarded his application to the Lewis Flight Propulsion Laboratory in Cleveland, where Armstrong made his first test flight on March 1, 1955. Armstrong's stint at Cleveland lasted only a couple of months before a position at the High-Speed Flight Station became available, and he reported for work there on July 11, 1955. Armstrong served as project pilot on Century Series fighters.

1958

In June 1958, Armstrong was selected for the U.S. Air Force's Man In Space Soonest program, but the Advanced Research Projects Agency (ARPA) canceled its funding on August 1, 1958, and on November 5, 1958, it was superseded by Project Mercury, a civilian project run by NASA. As a NASA civilian test pilot, Armstrong was ineligible to become one of its astronauts at this time, as selection was restricted to military test pilots. In November 1960, he was chosen as part of the pilot consultant group for the X-20 Dyna-Soar, a military space plane under development by Boeing for the U.S. Air Force, and on March 15, 1962, he was selected by the U.S. Air Force as one of seven pilot-engineers who would fly the X-20 when it got off the design board.
In April 1962, NASA announced that applications were being sought for the second group of NASA astronauts for Project Gemini, a proposed two-man spacecraft. This time, selection was open to qualified civilian test pilots.

NASA's Director of Flight Crew Operations, Deke Slayton, called Armstrong on September 13, 1962, and asked whether he would be interested in joining the NASA Astronaut Corps as part of what the press dubbed "the New Nine"; without hesitation, Armstrong said yes. The selections were kept secret until three days later, although newspaper reports had circulated since earlier that year that he would be selected as the "first civilian astronaut"

GEMINI 5

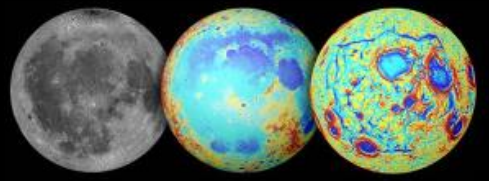
Gemini 5

On February 8, 1965, Armstrong and Elliot See were announced as the backup crew for Gemini 5, with Armstrong as commander, supporting the prime crew of Gordon Cooper and Pete Conrad. The mission's purpose was to practice space rendezvous and to develop procedures and equipment for a seven-day flight, all of which would be required for a mission to the Moon. With two other flights (Gemini 3 and Gemini 4) in preparation, six crews were competing for simulator time, so Gemini 5 was postponed. It finally lifted off on August 21. Armstrong and See watched the launch at Cape Kennedy, then flew to the Manned Spacecraft Center (MSC) in Houston. The mission was generally successful, despite a problem with the fuel cells that prevented a rendezvous. Cooper and Conrad practiced a "phantom rendezvous", carrying out the maneuver without a target.
Gemini 8 launched on March 16, 1966. It was the most complex mission yet, with a rendezvous and docking with an uncrewed Agena target vehicle, and the planned second American space walk (EVA) by Scott. The mission was planned to last 75 hours and 55 orbits. A few people in the Astronaut Office, including Walter Cunningham, felt that Armstrong and Scott "had botched their first mission". There was speculation that Armstrong could have salvaged the mission if he had turned on only one of the two RCS rings, saving the other for mission objectives.

Neil Armstrong

Gemini 11

In Armstrong's final assignment in the Gemini program, he was the back-up Command Pilot for Gemini 11; this was announced two days after the landing of Gemini 8. Having trained for two flights, Armstrong was quite knowledgeable about the systems and took on a teaching role for the rookie backup Pilot, William Anders. The launch was on September 12, 1966, with Conrad and Gordon on board, who successfully completed the mission objectives, while Armstrong served as a capsule communicator (CAPCOM)



Neil Armstrong

Neil Alden Armstrong (August 5, 1930 – August 25, 2012) was an American astronaut and aeronautical engineer, and the first person to walk on the Moon. He was also a naval aviator, test pilot, and university professor.

On July 20, 1969, Armstrong and Apollo 11 Lunar Module (LM) pilot Buzz Aldrin became the first people to land on the Moon,

Gemini 11

(officially Gemini XI)[2] was the ninth crewed spaceflight mission of NASA's Project Gemini, which flew from September 12 to 15, 1966. It was the 17th crewed American flight and the 25th spaceflight to that time (includes X-15 flights over 100 kilometers (54 nmi)). Astronauts Charles "Pete" Conrad Jr. and Richard F. Gordon Jr. performed the first-ever direct-ascent (first orbit) rendezvous with an Agena Target Vehicle, docking with it 1 hour 34 minutes after launch; used the Agena rocket engine to achieve a world-record high-apogee Earth orbit; and created a small amount of artificial gravity by spinning the two spacecraft connected by a tether. Gordon also performed two extra-vehicular activities for a total of 2 hours 41 minutes.

Neil Armstrong

Apollo program

On January 27, 1967—the day of the Apollo 1 fire—Armstrong was in Washington, D.C. with Cooper, Gordon, Lovell and Scott Carpenter for the signing of the United Nations Outer Space Treaty. The astronauts chatted with the assembled dignitaries until 18:45, when Carpenter went to the airport, and the others returned to the Georgetown Inn, where they each found messages to phone the MSC. During these calls, they learned of the deaths of Gus Grissom, Ed White and Roger Chaffee in the fire. Armstrong and the group spent the rest of the night drinking scotch and discussing what had happened.

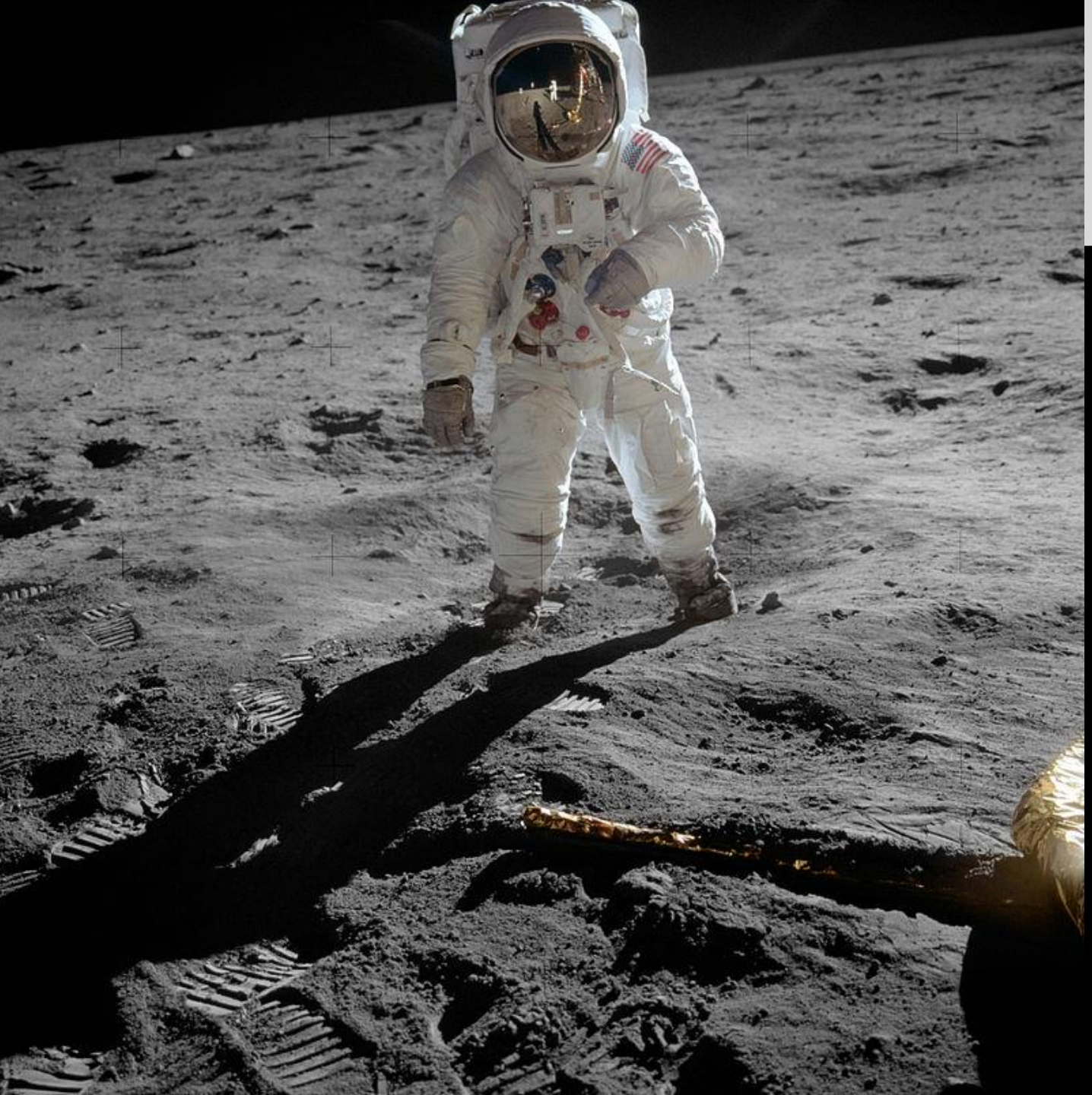
After Armstrong served as backup commander for Apollo 8, Slayton offered him the post of commander of Apollo 11 on December 23, 1968, as Apollo 8 orbited the Moon. According to Armstrong's 2005 biography, Slayton told him that although the planned crew was Commander Armstrong, Lunar Module Pilot Buzz Aldrin, and Command Module Pilot Michael Collins, he was offering Armstrong the chance to replace Aldrin with Jim Lovell. After thinking it over for a day, Armstrong told Slayton he would stick with Aldrin, as he had no difficulty working with him and thought Lovell deserved his own command. Replacing Aldrin with Lovell would have made Lovell the lunar module pilot, unofficially the lowest ranked member, and Armstrong could not justify placing Lovell, the commander of Gemini 12, in the number 3 position of the crew. The crew of Apollo 11 was officially announced on January 9, 1969, as Armstrong, Collins, and Aldrin, with Lovell, Anders, and Fred Haise as the backup crew.

Apollo 11

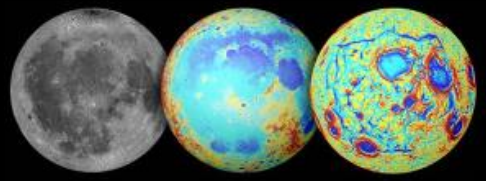
Voyage to the Moon

A Saturn V rocket launched Apollo 11 from Launch Complex 39A at the Kennedy Space Center on July 16, 1969, at 13:32:00 UTC (09:32:00 EDT local time). Armstrong's wife Janet and two sons watched from a yacht moored on the Banana River. During the launch, Armstrong's heart rate peaked at 110 beats per minute. He found the first stage the loudest, much noisier than the Gemini 8 Titan II launch. The Apollo command module was relatively roomy compared with the Gemini spacecraft. None of the Apollo 11 crew suffered space sickness, as some members of previous crews had. Armstrong was especially glad about this, as he had been prone to motion sickness as a child and could experience nausea after long periods of aerobatics.

he landing on the surface of the Moon occurred several seconds after 20:17:40 UTC on July 20, 1969. One of three 67-inch (170 cm) probes attached to three of the LM's four legs made contact with the surface, a panel light in the LM illuminated, and Aldrin called out, "Contact light." Armstrong shut the engine off and said, "Shutdown." As the LM settled onto the surface, Aldrin said, "Okay, engine stop"; then they both called out some post-landing checklist items.



Short description:
Astronaut Buzz Aldrin on the moon
Full description: Astronaut Buzz Aldrin, lunar module pilot, stands on the surface of the moon near the leg of the lunar module, Eagle, during the Apollo 11 moonwalk.



Neil Armstrong

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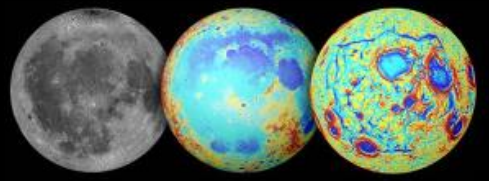
On July 20, 1969, Armstrong and Apollo 11 Lunar Module (LM) pilot Buzz Aldrin became the first people to land on the Moon,

That's one small step for [a] man, one giant leap for mankind."
The exact timing of Armstrong's first step on the Moon is unclear.

Armstrong prepared his famous epigram on his own. In a post-flight press conference, he said that he chose the words "just prior to leaving the LM." In a 1983 interview in Esquire magazine, he explained to George Plimpton: "I always knew there was a good chance of being able to return to Earth, but I thought the chances of a successful touch down on the moon surface were about even money—fifty–fifty .

Buzz Aldrin 1969



Neil Armstrong

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On July 20, 1969, Armstrong and Apollo 11 Lunar Module (LM) pilot Buzz Aldrin became the first people to land on the Moon,

About 19 minutes **after Armstrong's first step,** Aldrin joined him on the surface, becoming the second human to walk on the Moon. They began their tasks of investigating how easily a person could operate on the lunar surface. Armstrong unveiled a plaque commemorating the flight, and with Aldrin, planted the flag of the United States. Although Armstrong had wanted the flag to be draped on the flagpole, it was decided to use a metal rod to hold it horizontally.

Return to Earth

The three crew members smiling at the President through the glass window of their metal quarantine chamber. Below the window is the Presidential Seal, and above it is stenciled on a wooden board "HORNET + 3". President Nixon is standing at a microphone, also smiling. He has dark crinkly hair and a light gray suit.

After they re-entered the LM, the hatch was closed and sealed. While preparing for liftoff, Armstrong and Aldrin discovered that, in their bulky space suits, they had broken the ignition switch for the ascent engine; using part of a pen, they pushed in the circuit breaker to start the launch sequence. The Eagle then continued to its rendezvous in lunar orbit, where it docked with Columbia, the command and service module. The three astronauts returned to Earth and splashed down in the Pacific Ocean, to be picked up by the USS Hornet

Neil Armstrong

New York City ticker tape parade, August 13, 1969

The tour began on August 13, when the three astronauts spoke and rode in ticker-tape parades in their honor in New York and Chicago, with an estimated six million attendees. On the same evening an official state dinner was held in Los Angeles to celebrate the flight, attended by members of Congress, 44 governors, the Chief Justice of the United States, and ambassadors from 83 nations. President Nixon and Vice President Agnew presented each astronaut with a Presidential Medal of Freedom.

Shortly after Apollo 11, Armstrong announced that he did not plan to fly in space again. He was appointed Deputy Associate Administrator for Aeronautics for the Office of Advanced Research and Technology at ARPA, served in the position for a year, then resigned from it and NASA in 1971.

Valentina Tereshkova, the first woman in space, presenting a badge to Neil Armstrong, Star City, USSR, June 1970

Michael Collins, President George W. Bush, Neil Armstrong, and Buzz Aldrin during celebrations of the 35th anniversary of the Apollo 11 flight, July 21, 2004.

In 1970, after an explosion aboard Apollo 13 aborted its lunar landing, Armstrong was part of Edgar Cortright's investigation of the mission. He produced a detailed chronology of the flight. He determined that a 28-volt thermostat switch in an oxygen tank, which was supposed to have been replaced with a 65-volt version, led to the explosion. Cortright's report recommended the entire tank be redesigned at a cost of $40 million. Many NASA managers, including Armstrong, opposed the recommendation, since only the thermostat switch had caused the problem. They lost the argument and the tanks were redesigned.

Neil Armstrong

Neil Armstrong

In 1986, **President Ronald Reagan** asked Armstrong to join the Rogers Commission investigating the destruction of the Space Shuttle Challenger. Armstrong was made vice chairman of the commission, and held private interviews with contacts he had developed over the years to help determine the cause of the disaster. He helped limit the committee's recommendations to nine, believing that if there were too many, NASA would not act on them. Armstrong was appointed to a fourteen-member commission by President Reagan to develop a plan for American civilian spaceflight in the 21st century. The commission was chaired by former NASA administrator Dr. Thomas O. Paine, with whom Armstrong had worked during the Apollo program.

Reluctant American hero

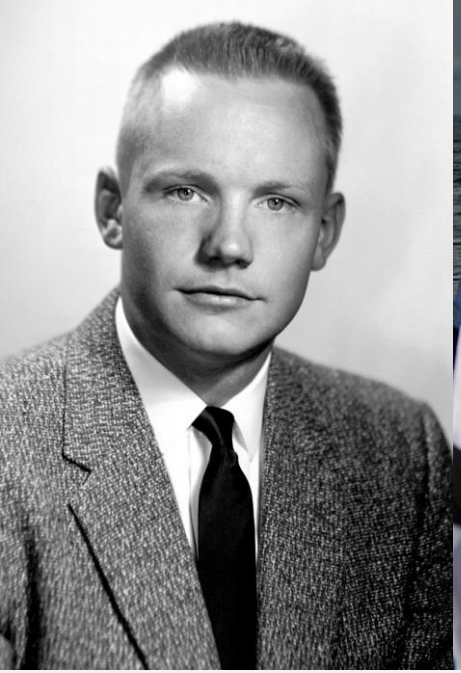
Armstrong's family described him as a "reluctant American hero". He kept a low profile later in his life, leading to the belief that he was a recluse. Recalling Armstrong's humility, John Glenn, the first American to orbit Earth, told CNN: "[Armstrong] didn't feel that he should be out huckstering himself. He was a humble person, and that's the way he remained after his lunar flight, as well as before." Armstrong turned down most requests for interviews and public appearances. Michael Collins said in his book Carrying the Fire that when Armstrong moved to a dairy farm to become a college professor, it was like he "retreated to his castle and pulled up the drawbridge". Armstrong found this amusing, and said, "... those of us that live out in the hinterlands think that people that live inside the Beltway are the ones that have the problems.

Neil Armstrong

In 1972, Armstrong visited the Scottish town of Langholm, the traditional seat of Clan Armstrong. He was made the first freeman of the burgh, and happily declared the town his home. To entertain the crowd, the Justice of the Peace read from an unrepealed archaic 400-year-old law that required him to hang any Armstrong found in the town.
Armstrong flew light aircraft for pleasure. He enjoyed gliders and before the moon flight had earned a gold badge with two diamonds from the International Gliding Commission. He continued to fly engineless aircraft well into his 70's.

While working on his farm in November 1978, Armstrong jumped off the back of his grain truck and caught his wedding ring in its wheel, tearing the tip off his left ring finger. He collected the severed tip, packed it in ice, and had surgeons reattach it at the Jewish Hospital in Louisville, Kentucky. In February 1991, he suffered a mild heart attack while skiing with friends at Aspen, Colorado

Armstrong and his first wife, Janet, separated in 1990 and divorced in 1994 after 38 years of marriage. He met his second wife, Carol Held Knight, at a golf tournament in 1992, when they were seated together at breakfast. She said little to Armstrong, but he called her two weeks later to ask what she was doing. She replied that she was cutting down a cherry tree, and he arrived at her house 35 minutes later to help. They were married in Ohio on June 12, 1994, and had a second ceremony at San Ysidro Ranch in California. They lived in Indian Hill, Ohio. Through his marriage to Carol, he was the father-in-law of future New York Mets general manager Brodie Van Wagenen.



Armstrong's burial at sea on September 14, 2012

Armstrong underwent bypass surgery on August 7, 2012, to relieve coronary artery disease. Although he was reportedly recovering well, he developed complications in the hospital and died on August 25, in Cincinnati, Ohio, aged 82. The White House released a statement in which President Obama described Armstrong as "among the greatest of American heroes—not just of his time, but of all time". It went on to say that Armstrong had carried the aspirations of the United States' citizens and had delivered "a moment of human achievement that will never be forgotten. A tribute was held for Armstrong on September 13, at Washington National Cathedral, whose Space Window depicts the Apollo 11 mission and holds a sliver of Moon rock amid its stained-glass panels.

Neil Armstrong

President **Barack Obama** poses with the Apollo 11 crew on the 40th anniversary of the Apollo 11 lunar landing, July 20, **2009: Buzz Aldrin, Michael Collins, and Neil Armstrong**

In a 2010 Space Foundation survey, Armstrong was ranked as the #1 most popular space hero;[268] and in 2013, Flying magazine ranked him #1 on its list of 51 Heroes of Aviation.

Commanders who never lost a battle

Wikipedia text
Slideshow Anders Dernback

Africa

Ahmose I - founder of the Eighteenth Dynasty and the New Kingdom of Egypt after defeating the Hyksos and leading a successful siege into their capital Avaris. Ahmose also campaigned in Nubia and Levant.

Thutmose I - pharaoh of the Eighteenth Dynasty of Egypt. Thutmose I was the first pharaoh to cross the Euphrates. Thutmose I also campaigned in Nubia.
Thutmose III - pharaoh of Egypt from the Eighteenth Dynasty. Thutmose III conquered 350 towns without losing any battle.

Seti I - second pharaoh of the Nineteenth Dynasty of Egypt. He led successful campaigns in Nubia, Libya and Levant. He also captured Kadesh and re-established the Egyptian rule over it which was lost since the rule of Akhenaten.
Ramesses II - one of the greatest pharaohs of Ancient Egypt. He was involved in naval battles against pirates and battles on the land against the Canaanites and the Hittite Empire. Ramesses signed the oldest peace treaty in history with the Hittites after a long war.
Tariq ibn Ziyad (679 – 707) - Berber Muslim commander who led the Islamic Umayyad conquest of **Visigothic Hispania in 711–718 A.D.** Led the decisive Battle of Guadalete. The name Gibraltar is derived from him.

Ahmose I (Egyptological pronunciation Ahmose, sometimes written as Amosis or Aahmes, meaning "Iah (the Moon) is born" was a pharaoh and founder of the Eighteenth Dynasty of Egypt. He was a member of the Theban royal house, the son of pharaoh Seqenenre Tao and brother of the last pharaoh of the Seventeenth dynasty, Kamose.

Thutmose I (sometimes read as Thutmosis or Tuthmosis I, Thothmes in older history works in Latinized Greek; Ancient Egyptian: /ḏḥwty.ms/ Djehutymes, meaning "Thoth is born") was the third pharaoh of the 18th dynasty of Egypt. He received the throne after the death of the previous king, Amenhotep I. During his reign, he campaigned deep into the Levant and Nubia, pushing the borders of Egypt farther than ever before. He also built many temples in Egypt, and a tomb for himself in the Valley of the Kings; he is the first king confirmed to have done this (though Amenhotep I may have preceded him).

Thutmose III (variously also spelt Tuthmosis or Thothmes) was the sixth pharaoh of the Eighteenth Dynasty. Officially, Thutmose III ruled Egypt for almost 54 years and his reign is usually dated from 24 April 1479 BC to 11 March 1425 BC, from the age of two and until his death at age fifty-six;

Menmaatre Seti I (or Sethos I in Greek) was a pharaoh of the New Kingdom Nineteenth Dynasty of Egypt, the son of Ramesses I and Sitre, and the father of Ramesses II. As with all dates in Ancient Egypt, the actual dates of his reign are unclear, and various historians claim different dates, with 1294 BC to 1279 BC and 1290 BC to 1279 BC being the most commonly used by scholars today.

Ramesses II (variously also spelt Rameses[6] or Ramses; c. 1303 BC – July or August 1213; reigned 1279–1213 BC, also known as Ramesses the Great, was the third pharaoh of the Nineteenth Dynasty of Egypt. He is often regarded as the greatest, most celebrated, and most powerful pharaoh of the New Kingdom. His successors and later Egyptians called him the "Great Ancestor".

Ṭāriq ibn Ziyād (also known simply as Tarik in English, was a Berber Umayyad commander who initiated the Muslim conquest of Visigothic Hispania in 711–718 A.D. He led a large army and crossed the Strait of Gibraltar from the North African coast, consolidating his troops at what is today known as the Rock of Gibraltar. The name "Gibraltar" is the Spanish derivation of the Arabic name Jabal Ṭāriq which is named after him.

Asia and the Middle East

Ancient

Bai Qi - military general of the Qin state in the Warring States period of Chinese history.

Ashoka the Great - ancient Indian emperor of the Maurya dynasty who ruled almost all of the Indian subcontinent from c. 268 to 232 BCE.

Han Xin - military general who served Liu Bang during Chu–Han Contention. He contributed to the founding of Han dynasty.

Sargon of Akkad - founder of the Akkadian Empire. Sargon was involved in 34 battles, winning them all.

Bai Qi (; c. 332 BC - 257 BC), also known as Gongsun Qi was a military general of the Qin state in the Warring States period of China. Born in Mei (present-day Mei County, Shaanxi), Bai Qi served as the commander of the Qin army for more than 30 years, being responsible for the deaths of over one million, earning him the nickname Ren Tu ; human butcher). According to the Shiji, he seized more than 73 cities from the other six hostile states, and to date no record has been found to show that he suffered a single defeat throughout his military career. He was named by Chinese historians as one of the four greatest generals of the Warring States period, along with Li Mu, Wang Jian, and Lian Po.

Ashoka sometimes Ashoka the Great, was an Indian emperor of the Maurya Dynasty, who ruled almost all of the Indian subcontinent from c. 268 to 232 BCE. The grandson of the founder of the Maurya Dynasty, Chandragupta Maurya, Ashoka promoted the spread of Buddhism across ancient Asia. Considered by many to be one of India's greatest emperors, Ashoka expanded Chandragupta's empire to reign over a realm stretching from present-day Afghanistan in the west to Bangladesh in the east. It covered the entire Indian subcontinent except for parts of present-day Tamil Nadu, Karnataka and Kerala. The empire's capital was Pataliputra (in Magadha, present-day Patna), with provincial capitals at Taxila and Ujjain.

Han Xin (died 196 BC) was a military general who served Liu Bang during the Chu–Han Contention and contributed greatly to the founding of the Han dynasty. Han Xin was named as one of the "Three Heroes of the early Han dynasty" (along with Zhang Liang and Xiao He.

Han Xin is best remembered as a brilliant military leader for the strategies and tactics he employed in warfare, some of which became the origins of certain Chinese idioms.

Sargon of Akkad , also known as Sargon the Great,[4] was the first ruler of the Akkadian Empire, known for his conquests of the Sumerian city-states in the 24th to 23rd centuries BC. He is sometimes identified as the first person in recorded history to rule over an empire.

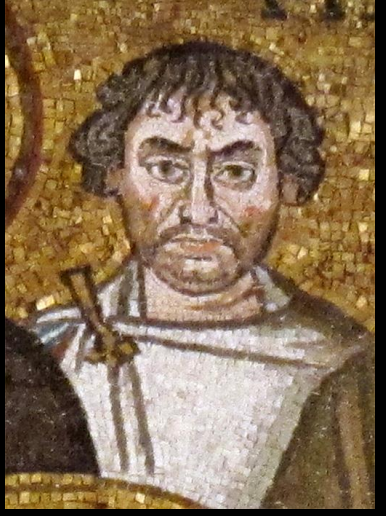
Asia and the Middle East modern

Narses (478–573) - ethnic Armenian, he was, with Belisarius, one of the great generals in the service of the Byzantine Emperor Justinian I during the Roman reconquest that took place during Justinian's reign, where he succeeded in recapturing Rome from the Ostrogoths. The last general to receive a Roman triumph in Rome.

Khalid ibn al-Walid (585–642) - Arab military commander and Companion of Muhammad. He is noted for his military tactics and prowess. He was chosen by Muhammad, and later Abu Bakr and Umar to lead many military campaigns, especially in Muslim conquest of Persia and Levant. Khalid is the only military leader that fought more than 200 undefeated battles and considered to be one of the finest military leader in history.

David IV of Georgia (1073– 24 January 1125) - also known as David the Builder (of the Bagrationi dynasty, was a king of Georgia from 1089 until his death in 1125. Popularly considered to be the greatest and most successful Georgian ruler in history and an original architect of the Georgian Golden Age, he succeeded in driving the Seljuk Turks out of the country, winning the major Battle of Didgori in 1121. His reforms of the army and administration enabled him to reunite the country and bring most of the lands of the Caucasus under Georgia’s control.

Yue Fei (March 24, 1103–January 27, 1142) - Han Chinese military general who lived during the Southern Song dynasty. He led many successful campaigns against the Jurchens, before being put to death by Emperor Gaozong. He was seen today as a patriotic role model in China.



Narses (also sometimes written Nerses; Armenian 478–573) was, with Belisarius, one of the great generals in the service of the Byzantine Emperor Justinian I during the Roman reconquest that took place during Justinian's reign. Narses was a Romanized Armenian. He spent most of his life as an important eunuch in the palace of the emperors in Constantinople.

Khālid ibn al-Walīd ibn al-Mughīrah al-Makhzūmī ,(642–585 ; commonly known as simply Khalid ibn al-Walīd, and also known by his kunya as, Abu Sulaiman was a companion of Muhammad and an army commander under Abu Bakr and Umar ibn Khattab.[1] It was under his military leadership that Arabia, for the first time, was united under a single political entity, the Caliphate. He then helped expand the Rashidun Caliphate during the early Muslim conquests, defeating armies of the Sasanian Persian Empire and Byzantine Roman Empire.

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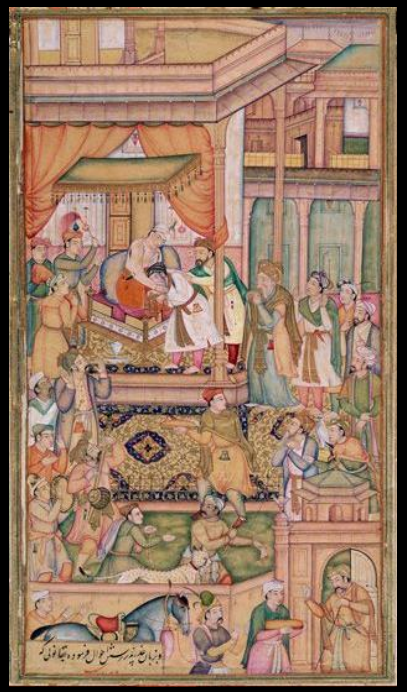
Yue Fei (March 24, 1103 – January 28, 1142), courtesy name Pengju, was a Chinese military general, calligrapher, and poet who lived during the Southern Song dynasty. His ancestral home was in Xiaoti, Yonghe Village, Tangyin, Xiangzhou, Henan (in present-day Tangyin County, Anyang, Henan). He is best known for leading Southern Song forces in the wars in the 12th century between Southern Song and the Jurchen-ruled Jin dynasty in northern China before being put to death by the Southern Song government in 1142 under a concocted charge.

Abu'l-Fath Jalal-ud-din Muhammad Akbar October 1542– 27 October 1605), popularly known as Akbar the Great, was the third Mughal emperor, who reigned from 1556 to 1605. Akbar succeeded his father, Humayun, under a regent, Bairam Khan, who helped the young emperor expand and consolidate Mughal domains in India.

A strong personality and a successful general, Akbar gradually enlarged the Mughal Empire to include most of the Indian subcontinent. His power and influence, however, extended over the entire subcontinent because of Mughal military, political, cultural, and economic dominance.



Bairam Khan (c. 18 January 1501 – c. 31 January 1561) was an important military commander, later commander-in-chief of the Mughal army, a powerful statesman and regent at the court of the Mughal Emperors, Humayun and Akbar. He was also guardian, chief mentor, adviser, teacher and the most trusted ally of Akbar. Humayun honored him as Khan-i-Khanan, which means "King of Kings". Bairam was originally called Bairam "Beg", but later became honored as 'Kha' or Khan. Bairam Khan was an aggressive general who was determined to restore Mughal authority in India. Two divans are attributed to him, one in Persian and the other in Chagatai.

Admiral Yi Sun-Sin; April 28, 1545 – December 16, 1598) was a Korean naval commander famed for his victories against the Japanese navy during the Imjin war in the Joseon Dynasty, who became an exemplar of conduct for both the Koreans and Japanese. Despite the fact that he had no prior naval training, Admiral Yi was never defeated at sea nor lost a single ship under his command to enemy action, and military historians have placed him on par with Admiral Horatio Nelson as one of the greatest naval commanders in history.

Baji Rao I (18 August 1700 – 28 April 1740 was a general of the Maratha Empire in India. He served as the 2nd Peshwa to the 5th Maratha Chhatrapati (Emperor) Shahu from 1720 until his death. Bajirao was Peshwa in the Ashta Pradhan (8-minister council) of Shahu. He is also known by the name Bajirao Ballal.
Baji Rao I is credited with expanding the Maratha Empire in India. Maratha Empire reached its zenith later on under reign of Chhatrapati Shahu and Bajirao. He was one of the major contributors in expansion over the Indian subcontinent. In his military career spanning 20 years, Baji Rao never lost a single battle.

Asia

Subutai (1175–1248) - Uriankhai general, also the primary military strategist of Genghis Khan and Ögedei Khan. Famed for his military achievements in Central Asia, Eastern Europe and Central Europe. His strategies were carefully studied by the Soviets.

Tamerlane (April 9, 1336–February 14, 1405) - infamous Turco-Mongol conqueror. As the founder of the Timurid Empire in Persia and Central Asia, he became the first ruler of the Timurid dynasty. Notorious for causing the deaths of 17 million people during his time. His descendant, Babur, would establish the Mughal Empire in India.

Kumbha of Mewar (1433–1468) - ruler of Mewar kingdom of western India. Successfully expanded his kingdom against the combined forces of the Gujaratis, Malwans, Marwaris and Nagauris. Built the massive Kumbhalgarh fortress in Rajasthan. Kumbha is also credited with having worked assiduously to build up the state again. Of 84 fortresses that form the defense of Mewar, 32 were erected by Kumbha. He did not lose any war in 35 years of his reign.

Akbar (October 15, 1542–October 27, 1605) - third Mughal emperor, who reigned from 1556 to 1605. He succeeded his father, Humayun, under a regent, Bairam Khan, who helped the young emperor expand and consolidate Mughal domains in India. A figure with strong personality and successful military leadership, Akbar gradually expanded the Mughal Empire to include nearly all of the Indian subcontinent north of the Godavari river. Helped the spread and growth of Indo-Persian culture in India.

Sübeedei. 1175–1248) was an Uriankhai general, and the primary military strategist of Genghis Khan and Ögedei Khan. He directed more than 20 campaigns in which he conquered 32 nations and won 65 pitched battles, during which he conquered or overran more territory than any other commander in history. He gained victory by means of imaginative and sophisticated strategies and routinely coordinated movements of armies that were hundreds of kilometers away from each other. He is also remembered for devising the campaign that destroyed the armies of Hungary and Poland within two days of each other, by forces over 500 kilometers apart.

Kumbhakarna (r. 1433-1468 CE), popularly known as Rana Kumbha, was the ruler of Mewar kingdom of western India. He belonged to the Sisodia clan of Rajputs. Kumbha was a son of Rana Mokal Singh of Mewar by his wife, Sobhagya Devi, a daughter of Jaitmal Sankhla, the Paramara fief-holder of Runkot in the state of Marwar.

Asia

Admiral Yi (April 28, 1545 December 16, 1598) - Korean naval commander during the Joseon period. Defeated the much-larger invading Japanese naval forces under Toyotomi Hideyoshi during the Imjin War, especially at Battle of Myeongnyang. Mortally wounded in his last battle at Noryang.

Baji Rao (August 18, 1700–April 28, 1740) - general and peshwa (prime minister) of the Maratha Empire in India, renowned for his rapid tactical movements in battle. Baji Rao was possibly the finest cavalry general ever produced by India. Baji Rao never lost a single war in his lifetime and expanded Maratha Empire to its highest expansion ever. He led many battles against the Mughals during his service.

Nguyễn Huệ (1753–September 16, 1792) - second emperor of the Tây Sơn dynasty of Vietnam, reigning from 1788 until 1792. He was also one of the most successful military commanders in Vietnam's history,[9] though he was known to have attained these achievements by ruthless, massive killing of especially the entire Nguyen lords families. Ten years after his death, his kingdom collapsed and replaced by the Nguyễn dynasty.

Nguyễn Huệ also known as Nguyễn Quang Bình

(Vietnamese: or Emperor Quang Trung (Vietnamese:, 1753 – 16 September 1792), was the second emperor of the Tây Sơn dynasty, reigning from 1788 until 1792. He was also one of the most successful military commanders in Vietnam's history, though he was known to have attained these achievements by ruthless, massive killing of especially the entire Nguyễn lords families. Nguyễn Huệ and his brothers, Nguyễn Nhạc and Nguyễn Lữ, together known as the Tây Sơn brothers, were the leaders of the Tây Sơn rebellion. As rebels, they conquered Vietnam, overthrowing the imperial Later Lê dynasty and the two rival feudal houses of the Nguyễn in the south and the Trịnh in the north.

After several years of constant military campaigning and rule, Nguyễn Huệ died at the age of 40. Prior to his death, he had made plans to continue his march southwards in order to destroy the army of Nguyễn Ánh, a surviving heir of the Nguyễn lords.

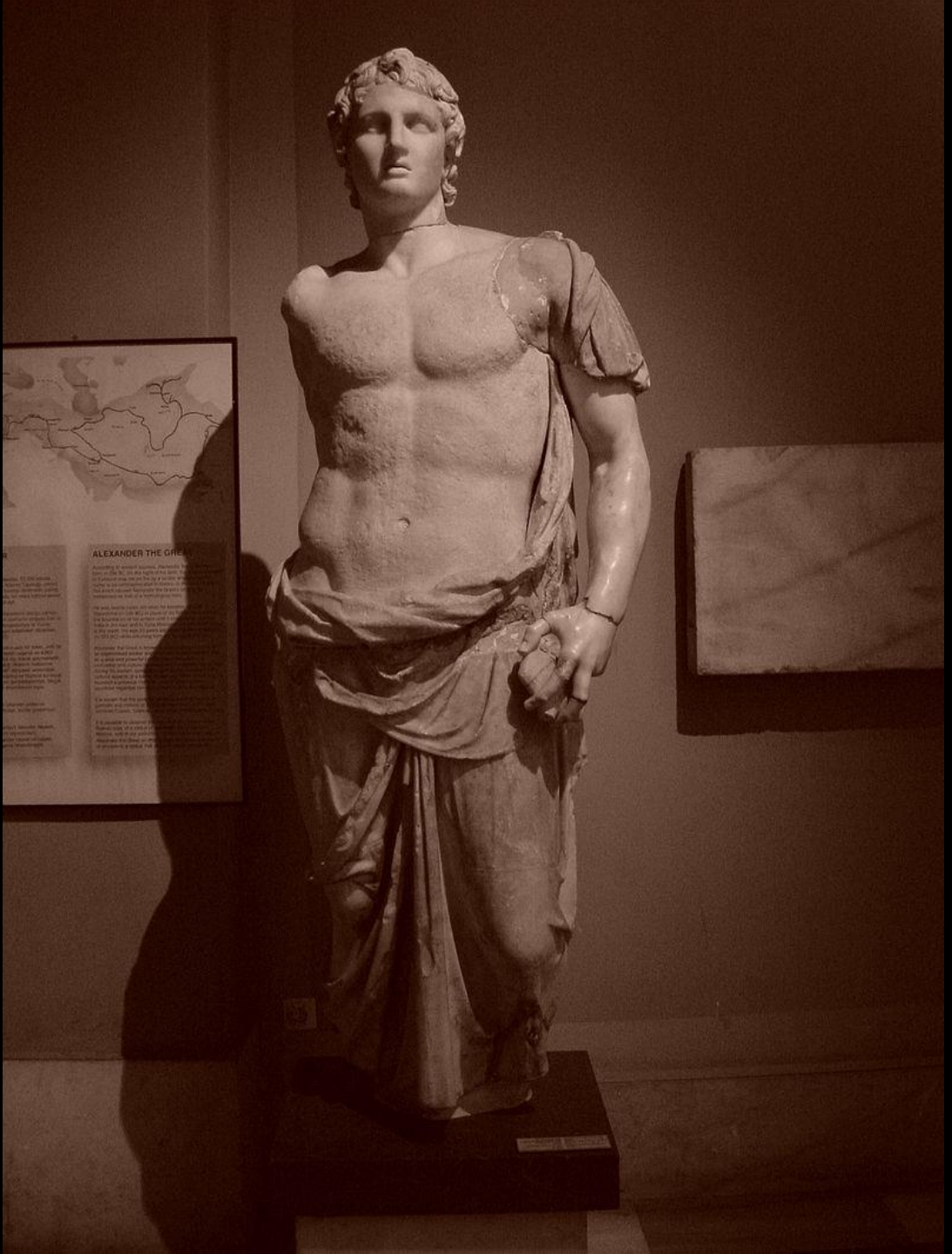
Europe

Ancient

Alexander the Great - Macedonian King of the 4th century BC who led an army from Greece against the Persian Empire and into India. He is often regarded as one of the finest battlefield tacticians in history.

Epaminondas - Theban general and statesman of the 4th century BC who transformed the Ancient Greek city-state of Thebes, leading it out of Spartan subjugation into a pre-eminent position in Greek politics.

Nero Claudius Drusus - stepson of emperor Augustus. He served as governor of the Gallic Provinces and led the first major Roman expeditions across the Rhine River into Germania, creating alliances and conquering territories. Additionally, he was the first Roman to navigate the North Sea and reach the Elbe River.



Alexander III of; 20/21 July 356 BC – 10/11 June 323 BC), commonly known as Alexander the Great was a king (basileus) of the ancient Greek kingdom of Macedon[a] and a member of the Argead dynasty. He was born in Pella in 356 BC and succeeded his father Philip II to the throne at the age of 20. He spent most of his ruling years on an unprecedented military campaign through Asia and northeast Africa, and by the age of thirty, he had created one of the largest empires of the ancient world, stretching from Greece to northwestern India. He was undefeated in battle and is widely considered one of history's most successful military commanders.

The Kingdom of Macedon in 336 BC.

Epaminondas; d. 362 BC) was a Theban general and statesman of the 4th century BC who transformed the Ancient Greek city-state of Thebes, leading it out of Spartan subjugation into a pre-eminent position in Greek politics. In the process he broke Spartan military power with his victory at Leuctra and liberated the Messenian helots, a group of Peloponnesian Greeks who had been enslaved under Spartan rule for some 230 years after being defeated in the Messenian War ending in 600 BC. Epaminondas reshaped the political map of Greece, fragmented old alliances, created new ones, and supervised the construction of entire cities. He was also militarily influential and invented and implemented several major battlefield tactics.

Nero Claudius Drusus Germanicus

(January 14, 38 BC – summer of 9 BC, born Decimus Claudius Drusus, also called Drusus Claudius Nero, Drusus, Drusus I, Nero Drusus, or Drusus the Elder was a Roman politician and military commander. He was a patrician Claudian on his birth father's side but his maternal grandmother was from a plebeian family. He was the son of Livia Drusilla and the legal stepson of her second husband, the Emperor Augustus. He was also brother of the Emperor Tiberius, father to both the Emperor Claudius and general Germanicus, paternal grandfather of the Emperor Caligula, and maternal great-grandfather of the Emperor Nero.

Medieval Europe

Pepin the Short - Charlemagne's father and the first de jure Carolingian king, having deposed the previous Merovingian kings and paved the way for his more famous son's rise to power. Consolidated his father's military reforms, combining it with his military skill to remain undefeated in his lifetime.
Rodrigo Díaz de Vivar, "El Cid" - Castilian nobleman and military leader in medieval Spain. The Moors called him El Cid, which meant the Lord, and the Christians, El Campeador, which stood for Outstanding Warrior.

Jan Žižka - Czech general and Hussite leader, a follower of Jan Hus, was born in the small village of Trocnov (now part of Borovany) in the Kingdom of Bohemia, into an aristocratic family.

Scanderbeg - Lord of Albania, Leader of the League of Lezhe and military commander. Was sent as a hostage to the Ottoman Empire in 1423–43. Rebelled against the Ottoman Empire and allied with the Republic of Venice in 1443–47, and lastly the Kingdom of Naples until his death. He arguably lost the Siege of Svetigrad (1448) to Murad II of the Ottoman Empire.
Edward IV - King of England from 1461 until 1470, and again from 1471 until his death in 1483. He was the first Yorkist King of England.
Pál Kinizsi - Hungarian general in the service of king Matthias Corvinus.

Pepin the Short, c. 714 – 24 September 768) was the King of the Franks from 751 until his death in 768. He was the first of the Carolingians to become king.
The younger son of the Frankish prince Charles Martel and his wife Rotrude, Pepin's upbringing was distinguished by the ecclesiastical education he had received from the monks of St. Denis. Succeeding his father as the Mayor of the Palace in 741, Pepin reigned over Francia jointly with his elder brother Carloman. Pepin ruled in Neustria, Burgundy, and Provence, while his older brother Carloman established himself in Austrasia, Alemannia and Thuringia. The brothers were active in suppressing revolts led by the Bavarians, Aquitanians, Saxons, and the Alemanni in the early years of their reign. In 743, they ended the Frankish interregnum by choosing Childeric III, who was to be the last Merovingian monarch, as figurehead king of the Franks.

Rodrigo Díaz de Vivar (c. 1043 – 10 July 1099) was a Castilian knight and warlord in medieval Spain. The Moors called him El Cid which meant the Lord (probably from the original Arabic al-sayyid, السَّيِّد), and the Christians, El Campeador, which stood for "The Battlefielder," "Outstanding Warrior," or "The one who stands out in the battlefield". He was born in Vivar del Cid, a town near the city of Burgos. After his death, he became Spain's celebrated national hero and the protagonist of the most significant medieval Spanish epic poem, El Cantar de Mio Cid

Jan Žižka z Trocnova a Kalicha (About this soundlisten); German: Johann Ziska; English: John Zizka of Trocnov and the Chalice) (c. 1360 – 11 October 1424) was a Czech general, a contemporary and follower of Jan Hus, Hussite military leader, and later also a Radical Hussite who led the Taborites. Žižka is held to be one of the most renowned military leaders by many historians and today he is widely considered a Czech national hero

Gjergj Kastrioti (6 May 1405 – 17 January 1468), known as **Skanderbeg,** was an Albanian nobleman and military commander who led a rebellion against the Ottoman Empire in what is today Albania, North Macedonia, Kosovo,[a] Montenegro and Serbia.

A member of the noble Kastrioti family, he was sent to the Ottoman court as hostage, where he was educated and entered the service of the Ottoman sultan for the next twenty years. He rose through the ranks, culminating in the appointment as sanjakbey (governor) of the Sanjak of Dibra in 1440.

Edward IV (28 April 1442 – 9 April 1483) was King of England from 4 March 1461 to 3 October 1470,[1] and again from 11 April 1471 until his death. His father, Richard of York, leader of the Yorkist faction, was a lineal descendant of Edward III and until 1453, heir presumptive to Henry VI, from the ruling House of Lancaster, or Lancastrians. Less than a year old when he came to the throne in September 1422, Henry's minority was marked by political infighting within the Regency council. After 1437, he ruled in his own right but his weak and indecisive personality did little to mitigate factional conflict.

Pál Kinizsi (1432–1494), also known as Paulus de Kenezy (in Latin) or Paul Cneazul or Pavel Chinezu (in Romanian) was a general in the service of Hungarian army under king Matthias Corvinus. He was the Count of Temes County (in the historical Banat region, now part of Serbia and Romania) from 1484 and Captain-General of the Lower Parts. He was a general of King Mathias' famed Black Army. He is famous for his victory over the Ottomans in the Battle of Breadfield in October 1479. He reputedly has never lost a battle.

Early modern Europe

Ivan Sirko - Zaporozhian Cossack military leader, Koshovyi Otaman of the Zaporozhian Host, 1610–1680
John Churchill, the Duke of Marlborough - was an English soldier and statesman whose career spanned the reigns of five monarchs. He did, arguably, suffer a defeat at the Battle of Malplaquet at the hands of the French, and was a Pyrrhic victory which came at a great cost to Marlborough.
Maurice of Nassau, Dutch military commander during the Eighty Years' War and the Thirthy Years' War Prince
Henry of Prussia (1726-1802)- Younger brother of Frederick II (the Great) and commander of the Prussian army during the Silesian Wars and the Seven Years' War. Cautious in nature, he never lost a battle and was considered as one of the candidate monarchs of the United States of America. He never won a great victory on the scale of Rossbach or Leuthen, but kept Prussia in a three front war against Russia, Austria and Sweden which it eventually won.

Alexander Suvorov - Russian military leader and considered a national hero. He was the Count of Rymnik, Count of the Holy Roman Empire, Prince of Italy, and the last Generalissimo of the Russian Empire.
Fyodor Ushakov - most illustrious Russian naval commander and admiral of the 18th century.
Arthur Wellesley, 1st Duke of Wellington - British Army general of the 18th and 19th Centuries who commanded the British and Portuguese armies during the Peninsular War and led the British and Dutch forces at the Battle of Waterloo.
Charles XI - Swedish king who is considered one of the greatest Swedish rulers of all time. He didn’t like war and fought only if he had to.

Ivan Sirko, tr. Ivan Dmytrovych Sirko; c. 1610–1680) was a Zaporozhian Cossack military leader, Koshovyi Otaman of the Zaporozhian Host and putative co-author of the famous semi-legendary Reply of the Zaporozhian Cossacks that inspired a major painting by the 19th-century artist Ilya Repin.

General John Churchill, 1st Duke of Marlborough, 1st Prince of Mindelheim, 1st Count of Nellenburg, Prince of the Holy Roman Empire, KG, PC 26 May 1650 – 16 June 1722 O.S., was an English soldier and statesman whose career spanned the reigns of five monarchs. From a gentry family, he served first as a page at the court of the House of Stuart under James, Duke of York, through the 1670s and early 1680s, earning military and political advancement through his courage and diplomatic skill.

Maurice of Orange **(Dutch: Maurits van Oranje; German: Moritz von Oranien; 14 November 1567 – 23 April 1625) was stadtholder of all the provinces of the Dutch Republic except for Friesland from 1585 at earliest until his death in 1625. Before he became Prince of Orange upon the death of his eldest half-brother Philip William in 1618, he was known as Maurice of Nassau.**

Maurice spent his youth in Dillenburg in Nassau, and studied in Heidelberg and Leiden. He succeeded his father William the Silent as stadtholder of Holland and Zeeland in 1585, and became stadtholder of Utrecht, Guelders and Overijssel in 1590, and of Groningen in 1620. As Captain-General and Admiral of the Union, Maurice organised the Dutch rebellion against Spain

Prince Frederick Henry Louis of Prussia (German: Friedrich Heinrich Ludwig; 18 January 1726 – 3 August 1802), commonly known as Henry (Heinrich), was a Prince of Prussia and the younger brother of Frederick the Great. He also served as a general and statesman, leading Prussian armies in the Silesian Wars and the Seven Years' War, having never lost a battle in the latter. In 1786, he was suggested as a candidate for a monarch for the United States.

Alexander Vasilyevich; 24 November [O.S. 13 November] 1729 or 1730 – 18 May [O.S. 6 May] 1800) was a Russian military leader, considered a national hero. He was Count of Rymnik, Count of the Holy Roman Empire, Prince of Italy, and the last Generalissimo of the Russian Empire.

Fyodor Fyodorovich; 24 February [O.S. 13 February] 1745 – 14 October [O.S. 2 October] 1817) was the most illustrious Russian naval commander and admiral of the 18th century.
Ushakov was born in the village of Burnakovo in the Yaroslavl gubernia, to a modest family of the minor nobility. His father, Fyodor Ignatyevich Ushakov, was a retired sergeant of the Preobrazhensky regiment of the Russian Imperial guards

Arthur Wellesley, 1st Duke of Wellington, KG, GCB, GCH, PC, FRS (1 May 1769 – 14 September 1852), commonly known as the Duke of Wellington, was an Anglo-Irish soldier and Tory statesman who was one of the leading military and political figures of 19th-century Britain, serving twice as Prime Minister. He won a notable victory against Napoleon at the Battle of Waterloo in 1815.

Charles XI, also Carl (Swedish: Karl XI) (24 November 1655 – 5 April 1697 OS[2]) was King of Sweden from 1660 until his death, in a period of Swedish history known as the Swedish Empire (1611–1718).

He was the only son of King Charles X Gustav of Sweden and Hedwig Eleonora of Holstein-Gottorp. His father died when he was four years old, so Charles was educated by his governors until his coronation at the age of seventeen. Soon afterward, he was forced out on military expeditions to secure the recently acquired dominions from Danish troops in the Scanian War. Having successfully fought off the Danes, he returned to Stockholm and engaged in correcting the country's neglected political, financial, and economic situation. He managed to sustain peace during the remaining 20 years of his reign. Changes in finance, commerce, national maritime and land armaments, judicial procedure, church government, and education emerged during this period. Charles XI was succeeded by his only son Charles XII, who made use of the well-trained army in battles throughout Europe.

Modern Europe

August von Mackensen- Field Marshal of the Imperial German army on the Eastern Front of World War I, the most successful senior commander of the war. He isn't undisputedly undefeated as he lost some engagements which could be seen as just a part of a bigger battle. He lost these minor engagements due to the refusal of the Austrian army to cooperate with him.

Paul von Lettow-Vorbeck - general in the Prussian Army and the commander of its forces in the German East Africa campaign. He was outnumbered throughout the campaign at 20:1, with no hope of reinforcements or external help. He was able to defeat armies 8 times the size of his own, and held his native African soldiers in high esteem. He was never captured, and surrendered only when ordered by the German High Command in Europe.

Anton Ludwig Friedrich August von Mackensen (6 December 1849 – 8 November 1945), born August Mackensen, was a German field marshal. He commanded with extreme success during the First World War and became one of the German Empire's most prominent and competent military leaders. After the Armistice, Mackensen was interned for a year. He retired from the army in 1920 and was made a Prussian state councillor in 1933 by Hermann Göring. During the Nazi era, Mackensen remained a committed monarchist and sometimes appeared at official functions in his First World War uniform. He was suspected of disloyalty to the Third Reich, although nothing was proven against him.

Paul Emil von Lettow-Vorbeck (20 March 1870 – 9 March 1964), also called the Lion of Africa (German: Löwe von Afrika), was a general in the German Army and the commander of its forces in the German East Africa campaign. For four years, with a force of about 14,000 (3,000 Germans and 11,000 Africans), he held in check a much larger force of 300,000 British, Indian, Belgian, and Portuguese troops. Essentially undefeated in the field, Lettow-Vorbeck was the only German commander to successfully invade imperial British soil during the First World War.

North America

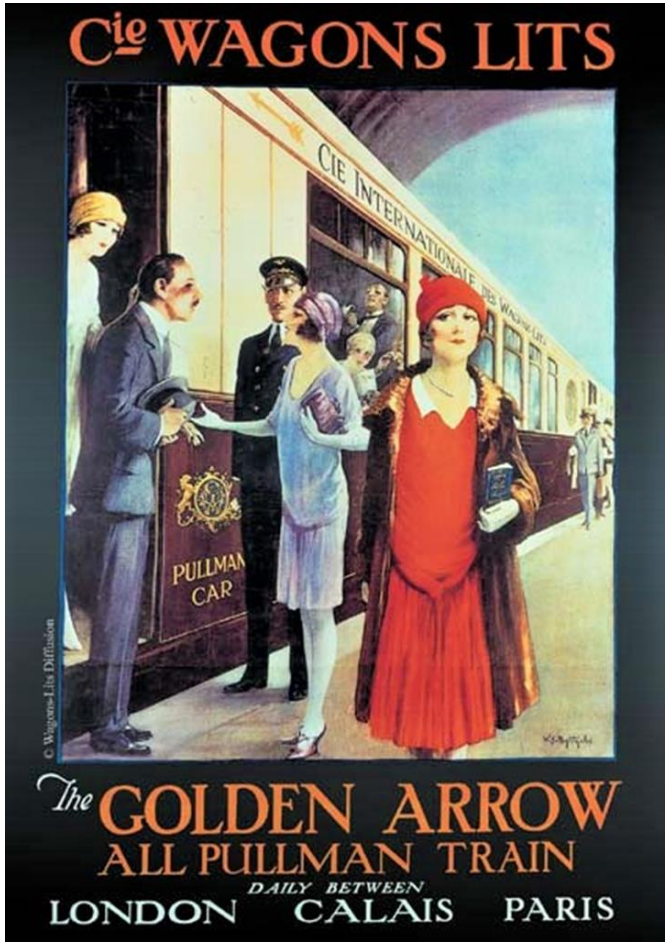
George Henry Thomas - United States Army officer and a Union general of Virginian origin during the American Civil War, one of the principal commanders in the Western Theater.

George Henry Thomas (July 31, 1816 – March 28, 1870) was a United States Army officer and a Union general during the American Civil War, one of the principal commanders in the Western Theater.
Thomas served in the Mexican–American War and later chose to remain with the U.S. Army for the Civil War as a Southern Unionist, despite his heritage as a Virginian (whose home state would join the Confederate States of America). He won one of the first Union victories in the war, at Mill Springs in Kentucky, and served in important subordinate commands at Perryville and Stones River.

Orient-Express

The Orient Express was a long-distance passenger train service created in 1883

Anders Dernback



Orient Express

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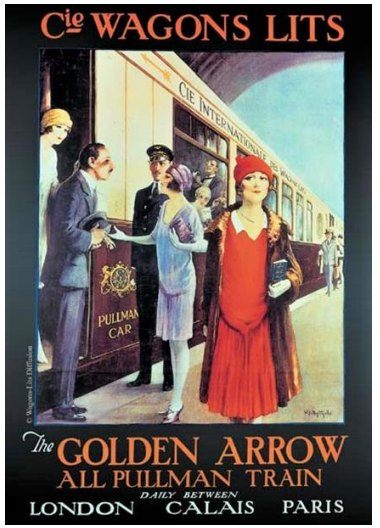
SIMPLON

PARIS-MUNICH-VIENNE-BUDAPEST-BELGRADE & CONSTANTINOPLE
PARIS & BUKAREST
ORIENT EXPRESS
LONDRES
PARIS
HIVER 1888-89
WINTER 1888-89

AMSTERDAM-COLOGNE
VIENNE-BUDAPEST
BUCAREST
ORIENT-EXPRESS
Cie Int.le des WAGONS-LITS
et des Grds Express Européens

PULLMAN
CAR

Compagnie Internationale
des Wagons-Lits
et des Grands Express Européens
PARIS-VIENNE-CONSTANTINOPLE


Cie WAGONS LITS
The GOLDEN ARROW
ALL PULLMAN TRAIN
DAILY BETWEEN
LONDON CALAIS PARIS

The route and rolling stock of the Orient Express changed many times. Several routes in the past concurrently used the Orient Express name, or slight variations. Although the original Orient Express was simply a normal international railway service, the name became synonymous with intrigue and luxury travel. The two city names most prominently associated with the Orient Express are Paris and Istanbul, the original endpoints of the timetabled service. The Orient Express was a showcase of luxury and comfort at a time when travelling was still rough and dangerous. In 1977, the Orient Express stopped serving Istanbul. Its immediate successor, a through overnight service from Paris to Bucharest—since 1991 only to Budapest, and in 2001 again shortened to Vienna—ran for the last time from Paris on Friday 8 June 2007. After this, the route, still called the "Orient Express", was shortened to start from Strasbourg instead, occasioned by the inauguration of the LGV Est which afforded much shorter travel times from Paris to Strasbourg. The new curtailed service left Strasbourg at 22:20 daily, shortly after the arrival of a TGV from Paris, and was attached at Karlsruhe to the overnight sleeper service from Amsterdam to Vienna.

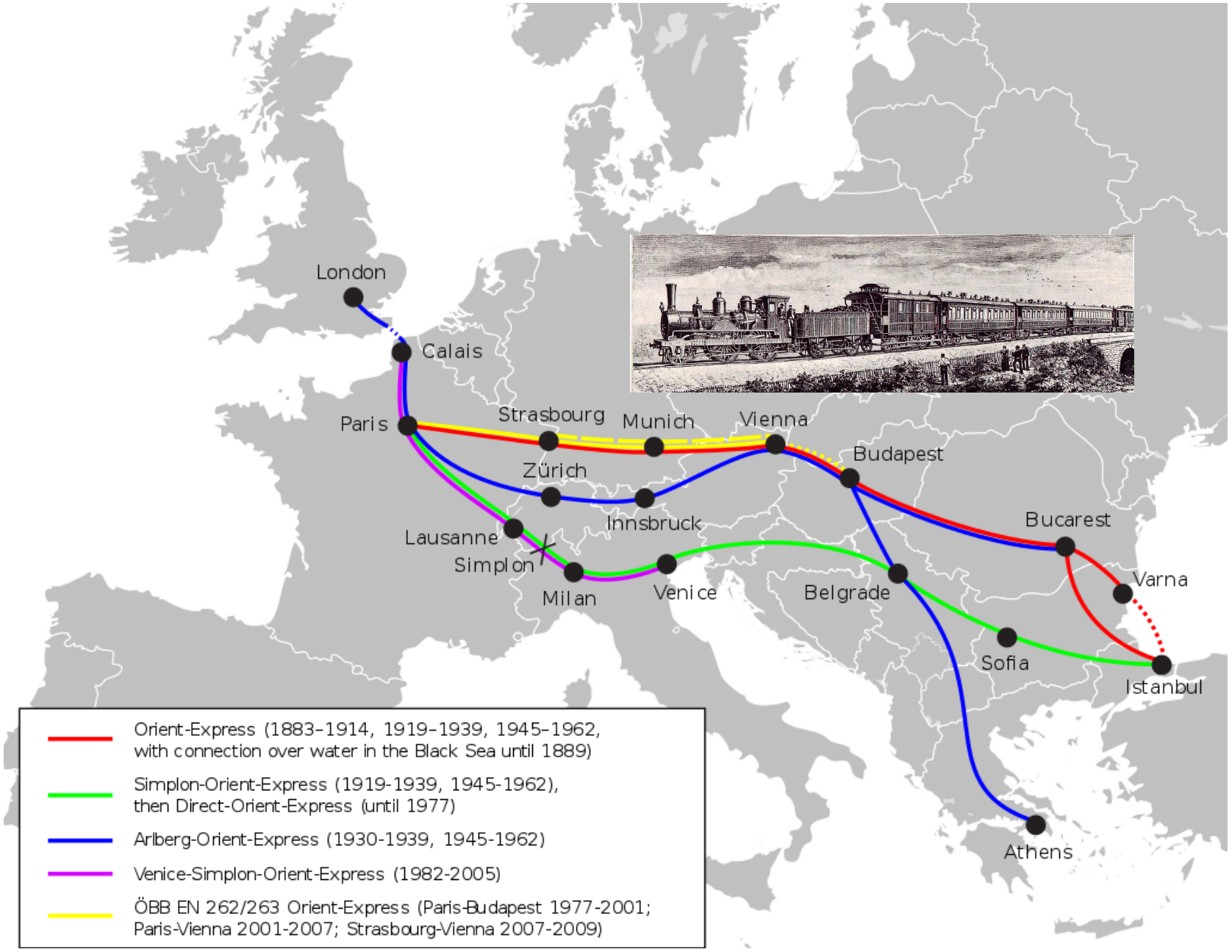
Orient - Express

On 14 December 2009, the Orient Express ceased to operate and the route disappeared from European railway timetables, reportedly a "victim of high-speed trains and cut-rate airlines". The Venice-Simplon Orient Express train, a private venture by Belmond using original CIWL carriages from the 1920s and 1930s, continues to run from London to Venice and to other destinations in Europe, including the original route from Paris to Istanbul. In 1882, Georges Nagelmackers, a Belgian banker's son, invited guests to a railway trip of 2,000 km (1,243 mi) on his "Train Eclair de luxe" ("lightning luxury train").

The train left Paris Gare de l'Est on Tuesday, 10 October 1882, just after 18:30 and arrived in Vienna the next day at 23:20. The return trip left Vienna on Friday, 13 October at 16:40 and, as planned, re-entered the Gare de Strasbourg at 20:00 on Saturday 14 October. Georges Nagelmackers was the founder of Compagnie Internationale des Wagons-Lits, which expanded its luxury trains, travel agencies and hotels all over Europe, Asia, and North Africa. Its most famous train remains the Orient-Express.

The train was composed of:

Baggage car
Sleeping coach with 16 beds (with bogies)
Sleeping coach with 14 beds (3 axles)
Restaurant coach (nr. 107)
Sleeping coach with 13 beds (3 axles)
Sleeping coach with 13 beds (3 axles)
Baggage car (complete 101 ton)
The first menu on board (10 October 1882):
oysters, soup with Italian pasta, turbot with green sauce, chicken ‘à la chasseur’, fillet of beef with ‘château’ potatoes, ‘chaud-froid’ of game animals, lettuce, chocolate pudding, buffet of desserts.



On 5 June 1883, the first Express d'Orient left Paris for Vienna. Vienna remained the terminus until 4 October 1883. The train was officially renamed Orient Express in 1891.
The original route, which first ran on 4 October 1883, was from Paris, Gare de l'Est, to Giurgiu in Romania via Munich and Vienna.

At Giurgiu, passengers were ferried across the Danube to Ruse, Bulgaria, to pick up another train to Varna. They then completed their journey to Constantinople by ferry. In 1885, another route began operations, this time reaching Constantinople via rail from Vienna to Belgrade and Niš, carriage to Plovdiv, and rail again to İstanbul.

WL Orient Express

In 1889, the train's eastern terminus became Varna in the Principality of Bulgaria, where passengers could take a ship to Constantinople. On 1 June 1889, the first direct train to Constantinople left Paris (Gare de l'Est). Istanbul, known as Constantinople until circa 1930 in English, remained its easternmost stop until 19 May 1977. The eastern terminus was the Sirkeci Terminal by the Golden Horn. Ferry service from piers next to the terminal would take passengers across the Bosphorus to Haydarpaşa Terminal, the terminus of the Asian lines of the Ottoman Railways.

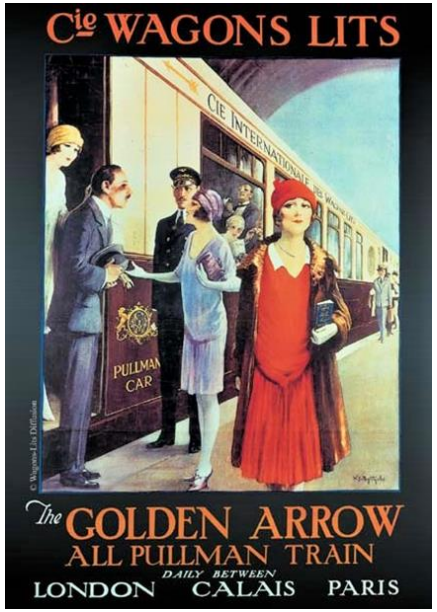
The onset of the First World War in 1914 saw Orient Express services suspended. They resumed at the end of hostilities in 1918, and in 1919 the opening of the Simplon Tunnel allowed the introduction of a more southerly route via Milan, Venice, and Trieste. The service on this route was known as the Simplon Orient Express, and it ran in addition to continuing services on the old route.

Hotells used when traveling

The Treaty of Saint-Germain contained a clause requiring Austria to accept this train: formerly, Austria allowed international services to pass through Austrian territory (which included Trieste at the time) only if they ran via Vienna. The Simplon Orient Express soon became the most important rail route between Paris and İstanbul. Badge of the Compagnie Internationale des Wagons-Lits on a car of the Orient Express

The 1930s saw the Orient Express services at its most popular, with three parallel services running: the Orient Express, the Simplon Orient Express, and also the Arlberg Orient Express, which ran via Zürich and Innsbruck to Budapest, with sleeper cars running onwards from there to Bucharest and Athens.

The Treaty of Saint-Germain-en-Laye (French: Traité de Saint-Germain-en-Laye) was signed on 10 September 1919 by the victorious Allies of World War I on the one hand and by the Republic of German-Austria on the other. Like the Treaty of Trianon with Hungary and the Treaty of Versailles with Germany, it contained the Covenant of the League of Nations and as a result was not ratified by the United States but was followed by the US–Austrian Peace Treaty of 1921.


Cie WAGONS LITS
CIE INTERNATIONALE
PULLMAN CAR
The GOLDEN ARROW
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During this time, the Orient Express acquired its reputation for comfort and luxury, carrying sleeping-cars with permanent service and restaurant cars known for the quality of their cuisine. Royalty, nobles, diplomats, business people, and the bourgeoisie in general patronized it. Each of the Orient Express services also incorporated sleeping cars which had run from Calais to Paris, thus extending the service from one end of continental Europe to the other.

WL Golden Arrow

The start of the Second World War in 1939 again interrupted the service, which did not resume until 1945. During the war, the German Mitropa company had run some services on the route through the Balkans, but Yugoslav Partisans frequently sabotaged the track, forcing a stop to this service.

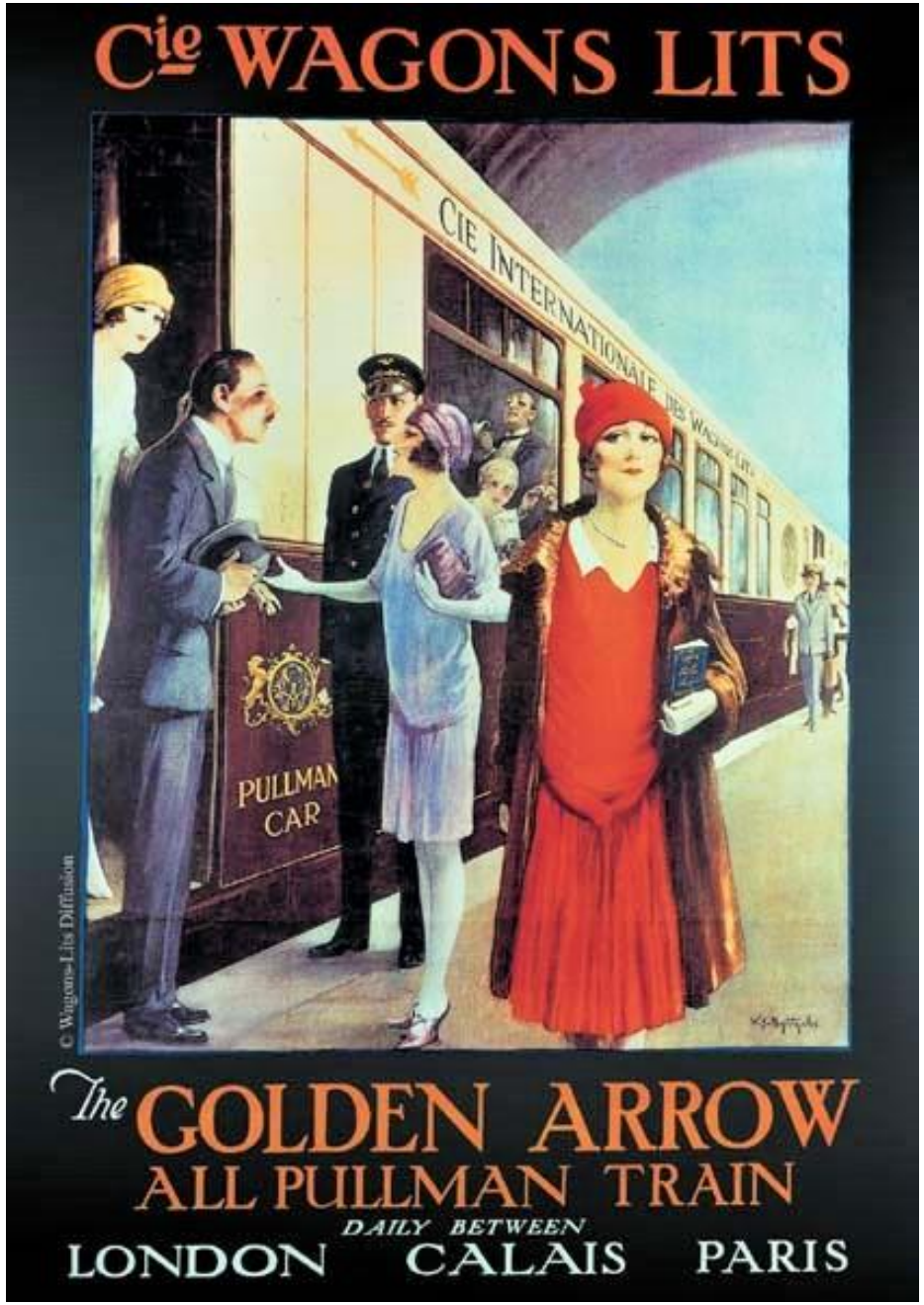
Following the end of the war, normal services resumed except on the Athens leg, where the closure of the border between Yugoslavia and the Kingdom of Greece prevented services from running.

That border re-opened in 1951, but the closure of the Bulgarian–Turkish border from 1951 to 1952 prevented services running to İstanbul during that time. As the Iron Curtain fell across Europe, the service continued to run, but the Communist nations increasingly replaced the Wagon-Lits cars with carriages run by their own railway services.

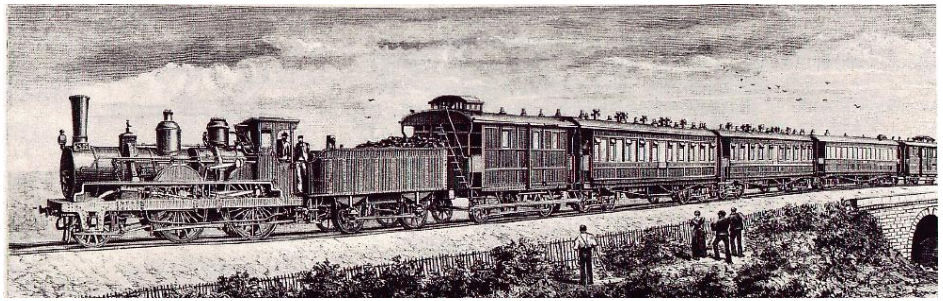
Luggage tag

By 1962, the Orient Express and Arlberg Orient Express had stopped running, leaving only the Simplon Orient Express. This was replaced in 1962 by a slower service called the Direct Orient Express, which ran daily cars from Paris to Belgrade, and twice weekly services from Paris to İstanbul and Athens.

In 1971, the Wagon-Lits company stopped running carriages itself and making revenues from a ticket supplement. Instead, it sold or leased all its carriages to the various national railway companies, but continued to provide staff for the carriages. 1976 saw the withdrawal of the Paris–Athens direct service, and in 1977, the Direct Orient Express was withdrawn completely, with the last Paris–İstanbul service running on 19 May of that year.



The withdrawal of the Direct Orient Express was thought by many to signal the end of the Orient Express as a whole, but in fact a service under this name continued to run from Paris to Bucharest as before (via Strasbourg, Munich, and Budapest). However, a through sleeping car from Paris to Bucharest – and even eastwards from Vienna – was only operated until 1982, and also a through seating car was only operated seasonally. This meant, that Paris–Budapest and Vienna–Bucharest coaches were running overlapped, so a journey was only possible with changing carriages – despite the unchanged name and numbering of the train.

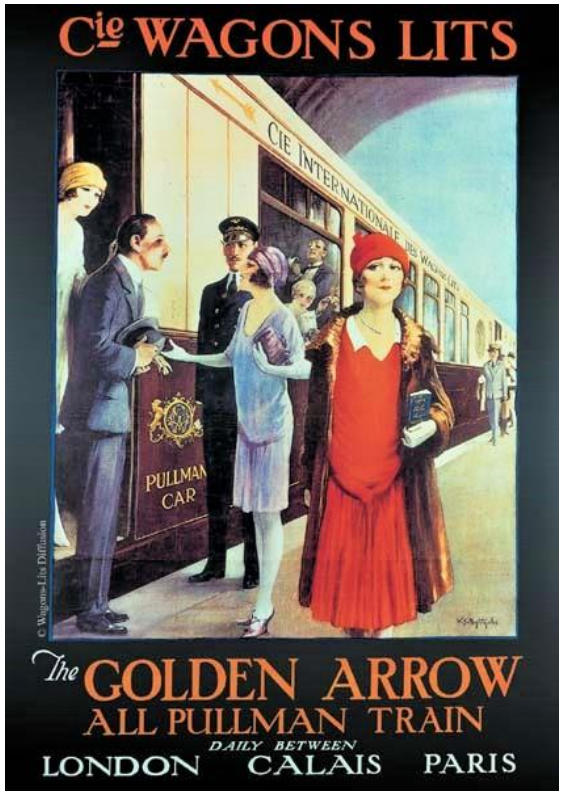


In 1991 the Budapest-Bucharest leg of the train was canceled, the new final station has become Budapest. In the summer season of 1999 and 2000 a sleeping car from Bucharest to Paris reappeared twice a week – now operated by CFR. This continued until 2001, when the service was cut back to just Paris–Vienna, already in EuroNight quality – but in both cases the coaches were in fact rather attached to a Paris–Strasbourg express. This service continued daily, listed in the timetables under the name Orient Express, until 8 June 2007.
With the opening of the LGV Est Paris–Strasbourg high speed rail line on 10 June 2007, the Orient Express service was further cut back to Strasbourg–Vienna, departing nightly at 22:20 from Strasbourg, and still bearing the name, but lost the number 262/263 which was owned for decades.

The Ligne à Grande Vitesse Est européenne (East European High Speed Line), typically shortened to LGV Est, is a French high-speed rail line that connects Vaires-sur-Marne (near Paris) and Vendenheim (near Strasbourg). The line halved the travel time between Paris and Strasbourg and provides fast services between Paris and the principal cities of Eastern France as well as Luxembourg, Germany and Switzerland. The LGV Est is a segment of the Main Line for Europe project to connect Paris with Budapest with high-speed rail service.

Istanbul

Orient - Express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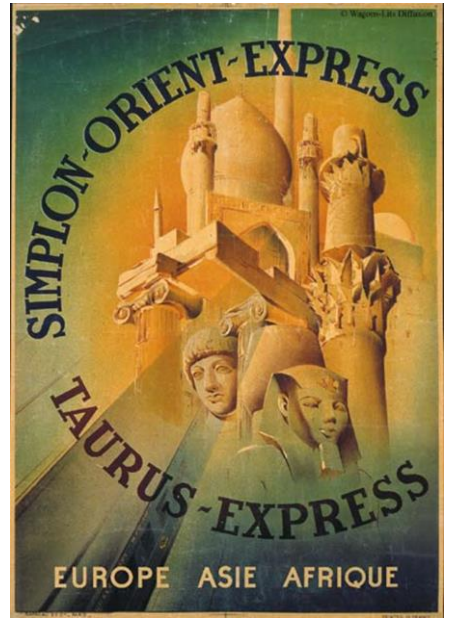
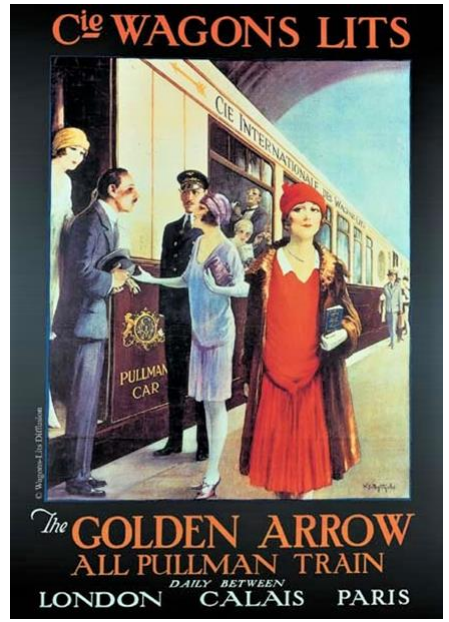
DAILY BETWEEN
LONDON CALAIS PARIS

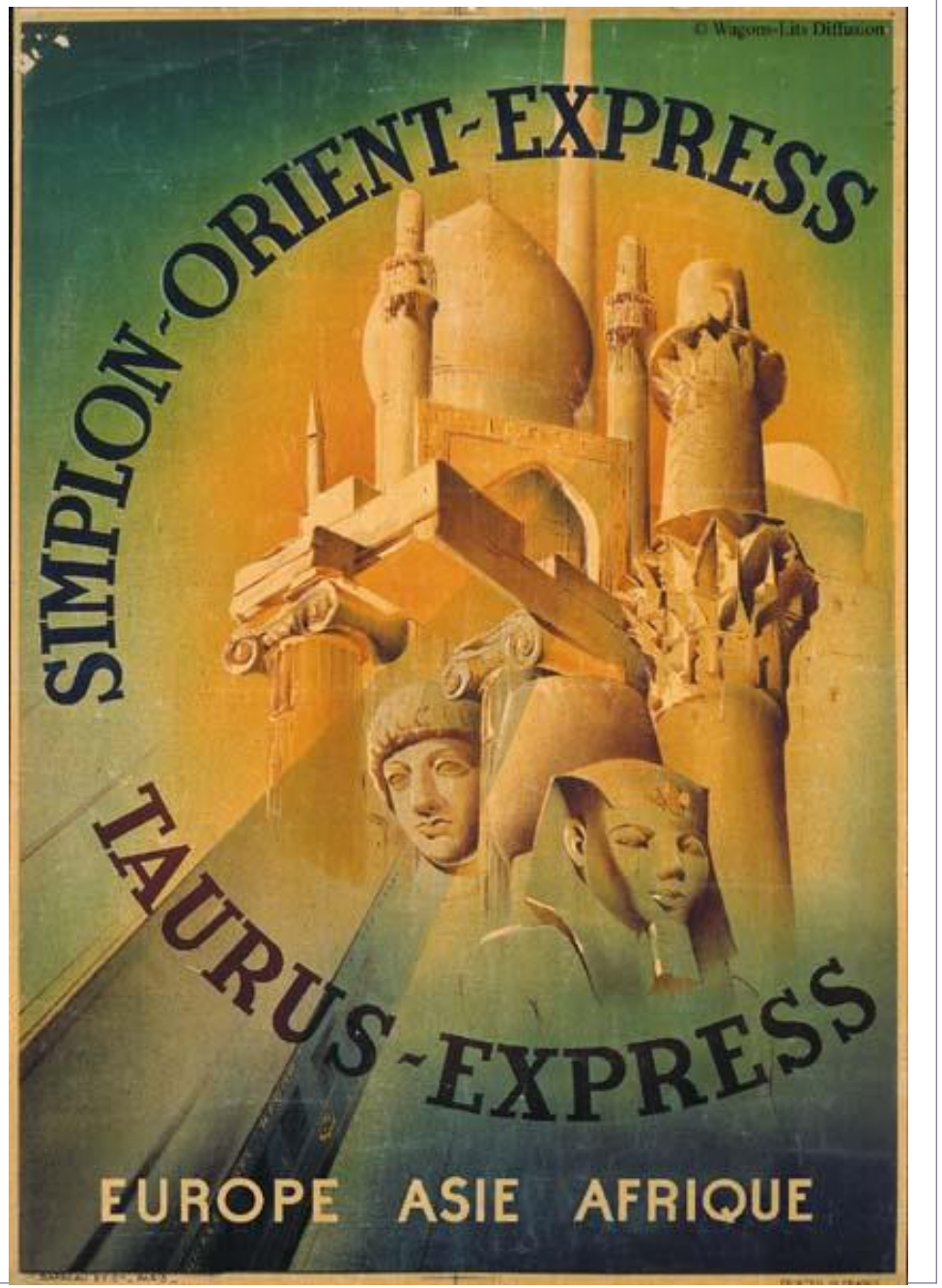
The remains of the train had a convenient connection from/to the Strasbourg-Paris TGV, but due to the less flexible prices the changing has become less attractive. In the last years through coaches between Vienna and Karlsruhe (continuing first to Dortmund, then to Amsterdam, and finally – partly from Budapest – to Frankfurt) were attached. The last train with the name Orient-Express (now with a hyphen) departed from Vienna on 10 December 2009, and one day later from Strasbourg. On 8 December 2020, it was announced that sleeper service between Vienna and Paris via Munich would be reestablished in 2021. Though the final service ran only from Strasbourg to Vienna, it was possible to retrace the entire original Orient Express route with four trains: Paris–Strasbourg, Strasbourg–Vienna, Vienna–Belgrade, and Belgrade-İstanbul, each of which were operated daily. Other routes from Paris to İstanbul exist even today, such as Paris–Munich–Budapest–Bucharest–İstanbul, or Paris–Zürich–Belgrade–İstanbul, all of which have comparable travel times of approximately 60 hours without delays. Train services across the border to Turkey were stopped through several years due to construction works, but they were reintroduced in June 2017, however, ending in İstanbul's suburb Halkalı, from where a transfer bus is provided to the city centre.


SIMPLON-ORIENT-EXPRESS
TAURUS-EXPRESS
EUROPE ASIE AFRIQUE


Cie WAGONS LITS
PULLMAN CAR
The GOLDEN ARROW
ALL PULLMAN TRAIN
DAILY BETWEEN
LONDON CALAIS PARIS

The luxurious dining car, where scenes for Murder on the Orient Express and other films were filmed, is now in the OSE museum of Thessaloniki. The local authorities plan to refit the train to make it available for tourist use around the Balkans in the near future.
After the failure of the American European Express, Intraflug became bankrupt, and the carriages were taken over by the Reisebüro Mittelthurgau. The sleeping cars and some other coaches (Pullmans, dining cars, luggage vans) were transferred to Russia and used between Moscow and the Mongolian-Chinese border.

(The adjacent Chinese train was also branded for a while as China Orient Express; nowadays it's known as Shangri-La Express.) The remaining vehicles were used in Germany and Switzerland as diner trains until the company's 2003 bankruptcy. Since then the trains have been standing unused in different countries, as the new owners sort out problems with operations due to a lawsuit about the usage rights of the name Orient Express.
The company also offers a similarly themed luxury train in Singapore, Malaysia, and Thailand called the Eastern and Oriental Express, and operates other luxury overnight trains in Scotland, Ireland, and Peru.



In 1982, the Venice-Simplon Orient Express was established as a private venture, running restored 1920s and 1930s carriages from London to Venice. This service runs between March and November, and is firmly aimed at leisure travellers, with tickets costing over $3,120 per person from London to Venice (via Paris, Zürich, Innsbruck, and Verona—also, despite its name, the train is running via the Brenner Pass instead of the Simplon tunnel) including meals. Two or three times a year, Prague or Vienna and Budapest are also accessed, starting from Venice, and returning to Paris and London. Every September the train also goes from London and Paris to İstanbul via Budapest, Sinaia, and Bucharest—in the last three cities a sightseeing (and in the two capitals an overnight in hotel) also takes place—the return trip on the same route ends up in Venice. While the above-mentioned routes are available almost every year, some seasons have also included unique destinations, among them Cologne, Rome, Florence, Lucerne, the High Tatras, Kraków, Dresden, Copenhagen, and Stockholm. Such a journey is provided currently to Berlin.

The Pullman Orient Express was established by the CIWL in 1994. This train has only Pullman and dining cars, but no sleepers. It's used for gourmet trips in France. After the legal disputes about the name it was taken over by the SNCF and operated since then as Pullman Orient-Express.

In North America, the American Orient Express, formerly the American European Express and later GrandLuxe Express, operated several train sets in charter service between 1989 and 2008. A full dome car was added to the consist in the mid 2000s and offered a panoramic view of the passing landscape. The train was priced from $2,000 to $10,000 per trip one way and included meals, entertainment, and hotel stays.

American Orient Express, formerly the American European Express, operated a single luxury passenger train set in charter service between 1989 and 2008 and operated on routes throughout North America. The company was based in Seattle, Washington.